

Volume 18

factories, started a factory of their own in Lynn, ran it for a year, then returned to Czecho-Slovakia to make shoes cheaper.

The Bata plants, employing from 15,000 to 20,000 hands, according to seasonal needs, have a total production capacity, counting both leather and rubber manufactures, of 110,000 pairs daily, according to a jobber of Bata goods.

Shoe industry statisticians in New England declare that two-thirds of the 1929 imports of foreign-made women's shoes came from Czecho-Slovakia. These were not all Bata-made, but hundreds of thousands of them were. Shoes being duty free here they naturally undersell the American manufacturer.

How is that for opportunity working out to the disadvantage of the very country which created the opportunity? Let the master minds of Congress, which are backing and filling on shoe duty, figure the answer.

Mr. Bata, seeing further opportunity in this profitable American market, now plans to follow his shoes with his own stores. Opening of five Bata stores in Chicago was announced last week.

Another powerful factor in their foreign shoe competition is the Pan-American Shoe Export Trust, operating ten factories in Czecho-Slovakia, four in Germany, three in Austria.

Congress, what about the shoe industry of New England?

VOTE \$500,000 TO IMPROVE HUB AIRPORT

The Boston finance committee of the Boston City Council at a late afternoon meeting yesterday appropriated the extra \$250,000 on a loan order for installing improvements at the East Boston airport.

Part of this sum will be used to install flood lights to illuminate the buildings in the vicinity of the airport which include Assumption Church, water tower at Cunard docks and the grain elevators on the water front.

The committee also appropriated \$250,000 additional for the filling of 40 acres of land on the adjoining mud flats so that the airport will be enlarged to permit the taking off and landing of the largest and most modern planes.

The order necessary to obtain the money will go to the City Council as a whole at Monday's meeting.

MAYOR PICKS O'HARE FOR PENAL POST

William G. O'Hare, former member of the school committee, was appointed penal institutions commissioner by Mayor Curley yesterday. His name was sent to the Civil Service Commission last night.

Mr. O'Hare, a native of Charlestown, was educated in the public schools and Harvard University. He was a teacher in Boston schools for nine years, resigning to run for the school committee, on which he served five years. He served as probation officer of the juvenile court during the summer months for several years.

BAN ON PARKING IN DOWNTOWN AREA IS PLAN

A tentative plan for the relief of traffic congestion in downtown Boston by the banning of "dead" parking by pleasure cars in a large area was placed before Mayor Curley yesterday.

The area, roughly drawn, would include that district within the North Station-Atlantic ave.-South Station-Harrison ave.-Stuart st.-Arlington st.-Charles st.-Nashua st. boundaries.

Atty. Merrill Griswold, of counsel for several trucking concerns, taxi agencies and garages, submitted the plan. Taxis would not be banned from parking under the plan and Griswold admitted that the idea might have its selfish aspects, but that it was thoroughly practical, and while arbitrary, some plan of the same nature must eventually be adopted.

A hearing on the plan will be given by the traffic commission later.

CITY HALL NOTES

Approval of the \$250,000 loan order requested by Mayor Curley for improvements at the East Boston airport was voted late yesterday by the Council committee on finance, headed by Chairman Timothy F. Donovan of the East Boston district.

The Council committee also voted "ought to pass" on five loan orders for the improvements of parks and playgrounds at a cost of \$110,000. This would provide \$75,000 for bleachers and other facilities at the Chestnut hill playground; \$20,000 for the Smith street playground, Brighton; \$10,000 for Ronal Park, Dorchester, and \$5,000 for Randolph street playground, South End.

Lieutenant-General Edward L. Logan was presented yesterday with the pen used by Mayor Curley in approving the order for renaming the Southern artery "Gallivan Boulevard" in tribute to the memory of Congressman James A. Gallivan.

Renewal of the fight for the removal of the freight rate differentials which handicap Boston in its competition against other Atlantic ports for international trade and commerce was started, last night, when Corporation Counsel Samuel Silverman left here for conference with New York experts to plan the battle before the Interstate Commerce Commission.

Mayor Names O'Hare Penal Commissioner

William G. O'Hare of Charlestown, former member of the school committee for five years, and prominent insurance broker, was appointed yesterday by Mayor Curley to the post of penal institutions commissioner, subject to the approval of the State Civil Service Commission.

He was named by the Mayor to take the place of Philip A. Chapman, who was recently transferred to the position of city superintendent of supplies with the confirmation of civil service.

RECORD 3/1/30

THE CORNERSTONE



Massachusetts civic and industrial fighting spirit were personified in these dozen men who arrived at Washington yesterday to battle for a protective tariff on shoes. They are shown here as they lined up at the South Station, Boston, for departure: Left to right, (1) Pres. John Nolan of Shoe Workers' Protective Union, (2) Secretary Fred Cooper of Haverhill Shoe Manufacturers Association, (3) General Secretary Fred Mead of United Shoe Workers Association, (4) Mayor Roy T. Patch of Beverly, (5) Mayor J. Leo Sullivan of Peabody, (6) Mayor Forrest W. Smith of Haverhill, (7) John Thioult of Salem, (8) Mayor George J. Bates of Salem, (9) William Lee of U. S. W. A., (10) Pres. William Lucier of U. S. W. A., (11) Secretary Herbert A. Folsom of Newburyport Chamber of Commerce, (12) Secretary George F. Hines of Haverhill Chamber of Commerce.

(This is the second of a series of editorials based on the belief that New England is no mere corner but rather the CORNERSTONE of the United States, and that her demands must receive due consideration at Washington.)

Through cheap European labor, hooked up with efficient mass production, the imports of foreign shoes into the United States during 1929 amounted to 6,182,641 pairs.

The bulk of these shoes came in free of duty, by grace of our present lack of tariff on such manufactures. The only duty levied by us on shoes is a 35 per cent ad valorem impost on those with uppers made of materials other than leather.

The shoe industry of New England is in a bad way. If you doubt it go to Lynn, for example. Observe the shoe operatives along the streets during ordinary working hours—not in the factories, but in the streets.

What did the importation of 6,182,641 pairs of shoes into the United States during 1929 mean to the American, and especially the New England shoe manufacturer and operative?

The foreign value of these imported shoes during 1929 was \$17,500,931. Their American selling value is figured at 50 per cent more or \$26,250,000. Laugh that off as a foreign competitive factor in American shoe making and marketing.

A delegation of Essex County shoe manufacturers and union representatives has just been pleading at Washington for tariff protection for their industry. A 20 per cent ad valorem duty on all imported shoes is sought, something to offset the foreign cheap labor rates and lower standard of living which New England cannot meet and would not wish to meet if it could.

We boast that this is a country of opportunity, especially for the immigrant. Indeed it is. Witness the case of T. and A. Bata. Soon after the World War they came from Czecho-Slovakia to Lynn, worked in Lynn

WOULD BAN PARKERS IN HUB'S HEART

Traffic Control Assn.
Presents Plan to
Curley

Recommendations to bar parking of pleasure cars in the downtown business district were presented yesterday to Mayor Curley by the newly organized Traffic Control Association at a conference of traffic officials at City Hall.

COVERS LARGE AREA

The association, comprising mainly the taxicab, garage and trucking companies of the city, was represented by Attorney Merrill W. Griswold of the Gaston, Snow, Saltonstall and Hunt law firm.

Taxicabs and trucks would not be excluded from the proposed no parking area, which would be bounded roughly by Causeway street, Atlantic avenue, Kneeland, Stuart, Arlington, Beacon, Charles and Nashua street, back to the North station.

In the absence of property owners and representatives of business interests which would be affected by the proposed ban, Mayor Curley suggested that they be invited to attend a future conference. He pointed out that as Mayor he had no authority to bar parking in the downtown area, as it was a measure for the consideration of the traffic commission.

Attorney Griswold remarked that he had spoken of the plan to former Congressman Joseph A. Conry, who was nominated by the Mayor for the post of traffic commissioner. Smiling, the Mayor replied that it might have been more effective had the State street attorney spoken to Chairman Elliot H. Goodwin of the State Civil Service Commission, which has declined to confirm Mr. Conry.

Differ as to Chicago

Representatives of two leading taxicab companies favored the plan, as did Cornelius F. Bowen, speaking for the truckmen, and representatives of the Metropolitan and the Back Bay Garage Association.

William J. McDonald read a telegram from Chicago, praising the banning of pleasure parking in the Loop district there, but Deputy Police Superintendent Thomas F. Goode reported that Manager Daniel Bloomfield of the retail trade board of the Chamber of Commerce had pronounced as a failure the banning of parking in the Loop district of Chicago.

Proponents of the plan for barring the parking of pleasure vehicles in the downtown district admitted that their

interests might appear selfish in forcing motorists to patronize garages, but they insisted that it would speed up street car, taxi and truck traffic and operate to the advantage of the general public.

TRIED TO BE ARRESTED, BUT FAILED

Test Case on Parking
Sought by Council-
lor Wilson

Threats of a policeman to arrest Councillor Robert Gardiner Wilson, Jr., for parking his private car on a taxi stand in front of 53 State street, prompted the City Council to determine officially whether the taxi companies legally enjoy exclusive privileges in the public highways, it was revealed yesterday at the opening hearing of the Council's investigating committee.

SOUGHT TEST CASE

Councillor Wilson disclosed the story that he had urged the traffic officer to prosecute him as he sought to carry a "test" case to the Supreme Court for a definite decision, but without avail.

That he had been seeking prosecution in a "test" case for 11 years was the testimony of Harry Wiseman, former vice-president of the Independent Taxi Operators' Association. He declared that his drivers had parked on hotel and railroad stands operated by other companies, that they had been found guilty of trespassing in lower court, but that when they appealed to the Superior Court, the juries found them not guilty, thus preventing them from appealing to the Supreme Court for a legal decision.

Evidence that the chosen taxicab companies pay large sums of money to hotels and railroads for the exclusive privilege of parking in the streets was presented by Representative Joseph Finnegan, who declared that under a decision of the Supreme Court the city government has authority to grant taxi stand permits regardless of the opposition of the abutting property owners.

Whether the police commissioner under the statutes has any authority to grant taxi stand permits was a question proposed by Chairman Wilson to Corporation Counsel Samuel Silverman, who will study the laws relating to the subject and return a report in a week or 10 days.

\$20,000 for Privilege

Power to grant taxi stand permits rested with the Street Commission, but the commission remained complacent when Police Commissioner Wilson usurped the authority, Representative

Finnegan said, quoting previous testimony of Chairman Thomas J. Hurley of the Street Commission. He declared that the president of one of the favored taxi companies reported that the company paid 2 per cent of its gross revenue of \$1,250,000 to hotels and railroads for stand privileges. "That's \$20,000 a year," said the Representative.

Chairman Wilson insisted that the fees should be paid to the city, if at all, and he was supported by the other members of the committee, comprising Councillors McGrath, Donovan, Ruby and Mahoney.

Seeking to end the practise of giving special cab companies monopoly of stands to the exclusion of independent owners and private operators in the public streets, the committee asked Corporation Counsel Silverman to find the source of authority for such action so that steps may be taken to repeal it, either through action of the City Council or the Legislature. Upon receipt of the legal report, the committee will resume its public hearings.

NEW ONE-WAY HUB STREETS

Also Bar Left Turn From
Congress to State

The Boston Traffic Commission last night added new amendments to the traffic code which affect many downtown automobile drivers. The most important of the new rules laid down by the commission, changes downtown routes prescribed by the commission when it was formed last June.

The commission decided to forbid left turns from Congress street into State, while Central street, and Green street, West End, were made one-way thoroughfares. On Central street vehicles were forbidden to travel except from India to Atlantic avenue, while machines and horse-drawn vehicles can only travel from Bowdoin square to Chambers street, under the new restrictions.

The board also announced temporary restrictions made necessary by construction work. Kneeland street will be closed to traffic tomorrow while repairs are being made and vehicles will be excluded for four days on Tudor street, South Boston, between B and C streets.

City Hospital Experts Always Ready for Any Emergencies

Mr. Average Citizen Given Needed Attention Whether He Can Pay or Not—Modern Methods and Equipment Save Lives

By WILLIAM GRIFFIN

Across Tremont and Boylston streets hurried the man. A typical citizen of Boston, homeward bound, with a bundle under his arm. He is trying to "beat the light" and fails. There is a shriek of brakes, a long, agonized scream. He has been struck by a motor car.

Speedily the police take charge of matters. Brawny backs strain as the car wheel is lifted and Mr. Average Citizen pulled from beneath it. A taxicab is commandeered, the driver eager to convey his injured passenger to a physician without loss of time.

"City Hospital—QUICK!" Scarcely has the signal been given than the cab leaps away. People shake their heads, mutter something about being careful as they skillfully evade automobiles, and go home. The next morning they read about the accident in the newspaper.

But what happens to the victim?

Down Harrison avenue races the taxicab with the injured citizen. It reaches the main gate at the Boston City Hospital and the driver blows the horn. The gate swings open and the road to the accident ward is clear. While the car is traversing the short distance, a signal has been sent from the gate, which is "covered" day and night, and everything is ready.

LITTER IS WAITING

A litter is waiting, the victim placed upon it and the litter wheeled to a room. Here he is undressed completely and the hospital "johnny" given him. Everything in his possession is taken, marked, checked and when he reaches his ward, his possessions are checked again. Last year 30,000 persons had their clothes and valuables checked.

If the victim had been a woman she would never be left alone. While there are very few moments when a man is by himself, a woman always has some one on whom she can call. After the examination the victim is sent to a ward, or to the operating floor. If necessary, as in the case of certain fractures, emergency X-ray examinations are held.

If the doctor who makes the first diagnosis deems an operation necessary, he telephones for the house surgeon. The house surgeon consults with the resident surgeon, and perhaps the visiting surgeon on duty that night is called. Additional consultants may be called. Thus the services of four experts are at the beck and call of the lowliest citizen.

The finest equipment it is possible to buy is ready for the use of surgeons. A complete laboratory equipment assists the surgeons and doctors in their work. If, after careful consideration, an operation is considered necessary to save a life, it is performed. Then the victim enters the ward to recuperate. If the operation is not considered necessary, he enters the ward. From the moment he enters the hospital his "history" starts. It will continue until he leaves.

RELATIVES INFORMED

Meanwhile, the victim's name, address, occupation, religion, and nearest

relative's name are taken. If telephoning can be done, the interested persons are notified. If not, a policeman calls at the house of the person to be told of the accident and informs them.

Hospital life is totally uninteresting to the healthy person. But some day he may be reclining in a hospital bed. Here's what happens in the City Hospital:

At 5 o'clock in the morning the night nurse "opens" the ward. The patient's face and hands are washed and the general morning toilet performed, even to rinsing the mouth and washing the teeth. That takes quite a while, and breakfast is served at 7:15 o'clock. Beds are made as soon as breakfast is over. This is done by preparing one-half, on which the patient "rolls over" and then making the second half.

Temperatures are taken at 8 o'clock, drinking water distributed, medication given and surgical dressings changed, and the ward made ready for the visit of the doctor at 11 o'clock. Diets are served at 11:15 o'clock, medication and treatment given, drinking water distributed and the ward made ready for the visitors at 2 o'clock.

After the visitors leave at 3 o'clock the ward is straightened out and temperatures are again taken. Food is served at 4:15 o'clock and medication and dressing again occupies the time of the nurse. From 6 to 6:30 o'clock visitors are allowed. After 6:30 o'clock the backs of the patients, weary after lying on them for a day, are rubbed with alcohol and powdered. The day is done.

BLOOD DONORS USED

Supposing that the victim is in bad condition. His name is placed on the dangerously ill list. Nearest relatives are informed by policeman, telephone or telegram and advised to visit him. Victims of certain diseases have their names automatically placed on this list.

In recent years there has been perfected a surgical method of easing skull fractures that has worked well. A certain quantity of the spinal fluid is extracted and the pressure on the brain is lessened. This method has cut down the mortality from skull fractures.

When prohibition first came in the City Hospital, in the first flush of enthusiasm, used the "stomach pump" on all persons suffering from alcoholism on the theory that illicit alcohol necessarily was bad. But analysis showed that it wasn't so bad, while the pump distressed the patient. So about five years ago the stomach tube, with its flushing water, was discontinued. Cathartics and sedatives are used, but no morphia. Many a fellow out for a spree years ago dreaded the City Hospital and, if he had his way about it, went to another hospital.

Two interesting facts: A list of blood donors and sellers is kept handy at all times for emergency transfusion. Four types are listed and the needed type of blood can be obtained at almost any hour from the blood donors, or from

the 80 house officers and residents.

1200 PATIENTS

Don't feel alarmed when you call up to inquire about the condition of a friend and hear "He's resting comfortably." The operator is not allowed to tell you more, according to regulations established by the hospital trustees. The answers are limited: "He is comfortable (or uncomfortable)," "he has been operated upon (or vice versa)," and "His condition is poor (or good)."

Some statistics: There are 1200 patients in the hospital; 400 hospital nurses, and 65 special nurses; 236 beds will be added in May when one unit of the greater hospital is completed; new administration building will be started, and second half of \$6,000,000 building program begun; there are two kitchens, one for special diets and one for other patients; Boston citizens pay \$16.50 a week, if they can, outsiders pay \$27.45 a week; there are private rooms at \$28 and \$35; and semi-private rooms at \$21.50 and \$28; outpatient department handles 900 persons a day for all kinds of ailments; there are 80 house and resident officers and 1700 employees.

O'HARE NAMED PENAL INSTITUTIONS CHIEF

Will Succeed Commissioner Philip A. Chapman

William G. O'Hare, for five years a member of the school committee, was yesterday named penal institutions commissioner by Mayor Curley. The transfer of Commissioner Philip A. Chapman to superintendent of supplies created the vacancy.

O'Hare, who lives at 21 Bartlett street, Charlestown, is widely known. He was born in Boston in 1889 and is a graduate of the Warren grammar school, Charlestown; Boston Latin school, Boston Normal school and Harvard. He was a public school teacher for nine years and for seven years managed the Charlestown school centre. For several summers he acted as a probation officer in the juvenile court. He specialized at college in history, government and economics, municipal finance, ethics and psychology.

He is the son of the late Joseph and Mary O'Hare and he has two brothers, John B. O'Hare, attorney, and Maj. Joseph J. O'Hare, military attache in Havana. He married Miss Florence F. Comerford of Cambridge in 1915 and they have three children. His uncle, John O'Hare, was chairman of the children's institutions board for years. O'Hare is a member of the Knights of Columbus, M. C. O. F., Charitable Irish Society and St. Alphonsus Association.

Dornier Considers Boston as Port for Giant Flying Boats

Boston and several other Atlantic coast cities are being surveyed to learn which has the best facilities to serve as a terminus for a fast air transatlantic service projected by the Dornier and Fokker companies, both affiliated with the powerful General Motors in airplane development in the United States.

Aware of these plans, not yet officially admitted, Mayor James M. Curley is carrying on an intensive campaign to "sell" the advantages of the Boston airport to the promoters and also to induce them to establish an assembly plant in this city.

Giant air transports, carrying 100 or more passengers and also freight, and spanning the Atlantic to Europe in less than three days, are visualized by those interested in the new service.

Choice of a western terminus for this great enterprise is believed to lie between Boston and New York. Boston, Mayor Curley is arguing, should be selected because it is nearer Europe and because the improvements planned for its airport will make the latter one of the most outstanding in the country.

Fokker and Dornier officials have expressed themselves as much interested in the proposed \$2,000,000 development

of the Boston airport by Boston and state support. When asked specifically if they had settled on Boston as the most likely site for the giant terminus they were noncommittal.

The selection of a suitable terminus is dependent on a great number of considerations, all of which must be worked out between the companies and the cities who are inclined to bid for the trade and the commercial enhancement which would attend the formation of such a service.

Dr. Claude Dornier is in Germany now planning a flight across the Atlantic. It is not decided whether the flight will be across the south Atlantic to Brazil or to the North American coast. Dr. Dornier's advisers are in disagreement on the route, some favoring the southern route because of its advantages over the north Atlantic where storms prevail, and westerly winds hamper the flier. Others prefer the northern route and the obvious advantages of a landing in an American coast city.

The natural preferences for such a landing after a trip across the Azores and Bermuda, are being discussed with Dr. Dornier at the present time. If the course is laid over Bermuda the landing will probably be at New York or Boston, and flying time to either city will be practically the same from the Bermudas.

This flight in one of the large Dornier built seaplanes may be the har-

binger of regular passenger transportation from Europe to America with stops at accessible points along the determined course. Even the least sanguine admit this.

With the three companies Fokker, Dornier and General Motors, closely allied in this country, a terminus would require adjacent facilities for both land and water planes. The famous giant flying boat which recently carried more than 160 passengers in a test flight in Germany is considered by airplane builders everywhere to be merely the beginning of airliner development. Dr. Dornier himself envisages the near day when flying craft will safely carry over 300 passengers.

Adequate facilities for landing space for boats of this importance as well as field space for land planes, could be provided by either Boston or New York, officials pointed out here today. Present landing fields in use, such as the Hascroft Heights field at Teterboro, N. J., which has no water space, would eventually be abandoned for great combined fields to receive both types of carriers.

Such a terminus as one pictures for a regular transatlantic service would necessarily be nearer to the centre of traffic and thus the question of municipal landing fields again arises. Boston has such a site where a combined field could be constructed and the proposed \$2,000,000 improvement program would make possible a terminus difficult to refuse.

Two experts employed by the companies are now at work on a survey of Boston and other cities, gathering comprehensive data preparatory to the selection of sites for giant combined manufacturing centres for the Dornier and Fokker planes. There will be one on the eastern seaboard, one on the west coast and probably one in the middle West, perhaps at Detroit or some similar manufacturing city.

APPROVES \$360,000 FOR AIRPORT, PLAYGROUNDS

Council Finance Committee Acts Favorably on Appropriations

The city council committee on finance voted yesterday to recommend favorable council action upon an appropriation of \$250,000 for the improvement of the airport and \$110,000 for bleachers and improvements at playgrounds.

At the Chestnut Hill playground if the council and Mayor Curley agree, \$25,000 will be expended for bleachers and \$50,000 for improvements; at Roman park, Dorchester, \$10,000 for improvements; at Randolph street, South End, \$50,000, and at the Smith street playground in Brighton, \$20,000.

In addition to providing for the filling of 40 acres of flats at the airport, the appropriation order specifies that new roads shall be built, a parking area for automobiles created, and that adequate light equipment be installed which will include lights on top of the Boston & Albany water tower, the Church of the Assumption and the Boston & Albany grain elevator which are now menaces to night flying.

FOR GOVERNOR SQUARE

While it is well not to cheer until final action is taken, we now have an encouraging prospect for the extension of the Boylston Street subway under Governor Square. Corporation Counsel Silverman and H. Ware Barnum, counsel for the Elevated Trustees, will undertake to draw up a bill which shall satisfy the Directors of the Elevated, represented by their counsel, Frederick S. Snow, and present it on Wednesday to the Legislative Committee on Metropolitan Affairs. As plans for extensions must be acceptable to the Directors under the Act of 1918, it is wise to have their counsel participate in the drafting of the bill. The Act of 1925 for the Governor Square extension was found unacceptable by the Directors and the measure now to be prepared will be drafted as an amendment to that Act.

At the general conference in the office of the Mayor, at which representatives of all the parties in interest were present, with the Mayor and the members of the Legislative Committee looking out for the interests of the public, the scope of the plan for the extension was agreed to informally by everybody. The tube is to be extended, with one arm running out Commonwealth Avenue to a point close to Temple Israel and the other running out Beacon Street to a point near the Boston & Albany Railroad bridge. These engineering details would be in the hands of the Transit Department. The underlying construction would be done also for a future overpass, if needed, on Commonwealth Avenue for vehicles.

The final details will be dealt with in the drafting of the proposed amendment. The cost of construction will be met by a Boston bond issue as in the case of the original Boylston subway. A lease, in the same general form as our other subway leases, will be executed by the Company at an annual rental of 4½ per cent. of the net cost, to cover interest and sinking fund requirements. The estimated net cost is \$3,000,000, calling for a rental of \$135,000. If in the operation of the system any deficiency of revenues should occur, it is proposed that this shall be met by the new Metropolitan Transit District which was created by the Act of 1928, and the Trustees who manage the affairs of the District will then apportion this charge among the cities and towns of the District. Boston's share would be about 62 per cent. of the total.

This appears to be a fair arrangement because it affords a chance for persons who use both the tube and the highways to share in this expense. And, what is especially gratifying to the public at large, there appears to be no reason to apprehend any increase in Elevated fares involved in this plan for the completion of an improvement for which the public has waited beyond the limits of patience.

DRASTIC BAN ON PARKING URGED

Control Ass'n Suggests Loop of All Down Town And Beacon Hill

CURLEY MAY ORDER HEARING ON PROJECT

A radical plan to solve the downtown parking problem was suggested to Mayor Curley yesterday by the Traffic Control Association.

As the representative of the association which embraces garage owners and apparently truckmen and taxicab companies, Atty. Merrill Griswold advocated the prohibition of dead parking in a wide loop embracing not only the entire downtown district, but Beacon Hill.

He suggested that the parking of automobiles, other than taxicabs and trucks, unless occupied by operators should be prohibited in the territory within the loop created by Causeway street and Atlantic avenue, Kneeland, Stuart, Arlington, Beacon, Charles and Nashua streets. A portion of Harrison avenue might well be added to the loop, too, he said.

Griswold explained that certain areas in the Arlington, Beacon and Charles street sections might be subject to revisions in so far as the granting to residents of the right to park outside their homes.

RADICAL SUGGESTION

At a largely attended meeting the suggestion struck Mayor Curley as so radical from any suggestion that has heretofore been made that he suspended the meeting and summoned Acting Traffic Commissioner Thomas F. Sullivan, Chairman Thomas J. Hurley of the street commission, Public Works Commissioner Joseph A. Rourke and Park Commissioner William P. Long.

The mayor asked the proponents of the scheme their opinion about the attitude of property owners and business men in the proposed loop and emphasized that their ideas should be accorded as much consideration as the recommendation of the proponents of the plan.

Griswold replied that the purpose was to acquaint the mayor with the plan as a preliminary to a subsequent public meeting.

There was no effort made by the proponents to conceal the character of their proposition. It was admitted that garage owners are not obtaining adequate financial return on their investment, that taxicabs are being operated at a loss on short hauls, but that these disadvantages would be offset by the advantages that the public would derive from the speeding of trolley cars, trucks and taxicabs.

William J. McDonald, an active advo-

cate of the parking prohibition, offer a telegram from Chicago in which the benefits from the abolition of parking in the Loop were outlined. Deputy Police Superintendent Thomas F. Goo immediately questioned this and quoted Meyer Bloomfield of the Retail Trade Bureau as his authority for the statement that the parking ban in the Chicago Loop had been a failure.

Representatives of taxicab companies of C. Bowen Company, truckmen, of the Metropolitan and Back Bay Garage associations and of Harris, Forbes Co. and Atty. Lothrop Withington favored the plan.

RENEW BATTLE ON PORT DIFFERENTIAL

Petition to I. C. C. Planned by Boston Officials

Removal of the port differential which places Boston at a decided disadvantage with Baltimore and Philadelphia and which for long has been a stumbling block to the establishing of direct service between Boston and European ports, is the object of a renewed drive by the Boston board of port authority, Mayor Curley and a group of local shipping interests.

While in the past few weeks officials of one steamship company—the United States Lines—have given assurance of additional direct service from this port, the existing differential is known to be among the chief factors deterring other lines from establishing terminal connections here.

At a conference in New York today between Corporation Counsel Samuel Silverman and former Interstate Commerce Commissioner Mark Potter, now counsel for Boston shipping interests, a formal petition to the interstate commerce commission, seeking abolition of the adverse differential will be prepared and a policy of action determined on.

Development of the port is one of the major aims of Mayor Curley, and he is optimistic that before many months have elapsed bottom cargoes of wheat and wool will be shipped direct from Boston.

Operation of new grain elevators at Troy is expected to be reflected in heavy shipments from Boston, and the mayor will be disappointed if, as a result, one or more steamship companies do not inaugurate direct fast steamer service between Boston and Liverpool, Cherbourg and Hamburg.

The effect of the preference in port differentials which Philadelphia and Baltimore have enjoyed and which vigorous and repeated protest by Boston has not overcome, has been, as a direct result, in the opinion of the mayor, the loss in shipments from this port. The mayor is willing to make a substantial municipal contribution to the cost of financing the fight to be made before the interstate commerce commission.

GET \$321,047 VERDICT FROM CITY

Sears Real Estate Trust Wins Litigation

Boston Took 2155 Square Feet of Land Downtown

Herbert M. Sears, Charles Francis Adams and George I. De Blois were awarded a verdict of \$321,047.22 as trustees of the David Sears Real Estate Trust by a Suffolk County jury yesterday in a suit against the City of Boston for the taking of 2155 square feet of land at Washington st and Dock sq.

The taking left 3199 square feet belonging to the petitioners. The city offered \$263,200, which the petitioners refused to accept. They petitioned for a jury to assess damages.

The entire property was assessed for about \$398,000 and the taking was of less than half of it. The petition stated the taking was Dec 12, 1925.

William Flaherty tried the case for the petitioners and Asst Corporation Counsel J. A. Campbell represented the city. Judge Franklin T. Hammon sat on the case.

ARGUES FOR BOSTON ON PORT ISSUE

Corporation Counsel Samuel Silverman today in New York will act as counsel for the Port Authority on behalf of Boston in connection with the new port differential case. The conference is for the purpose of deciding upon definite action to be taken and the preparation of the filing of a formal petition with the Interstate Commerce Commission to remove the port differentials.

Mr Silverman is going to New York at the request of the Boston Port Authority and will confer with Ex-Commissioner Mark Potter of the Interstate Commerce Commission, who, declared Mr Silverman yesterday in a letter to Mayor Curley, is to be counsel for certain other Boston interests in connection with a reopening of the port differential cases.

Mayor Curley said that before Boston could become a cargo port it would be necessary to have bottom cargoes such as wool or grain and one cent a bushel in favor of Boston would give the Hub a chance to bring back here the grain business.

Baltimore and Philadelphia enjoy a preference in rates of five cents a hundred on Boston, and shippers find it more advantageous to ship through those ports.

DEAD PARKING BAN PROPOSED

Mayor Curley Confers Upon Drastic Move

Traffic Control Men Seek New Bar to Cars

Oppose Leaving Machines Unoccupied

A plan to create an area in downtown Boston that would be closed entirely to dead parking of passenger automobiles was offered yesterday at a conference in the office of Mayor Curley by attorney Merrill Griswold, of Gaston, Snow, Saltonstall & Hunt, representing the Traffic Control Association.

The association includes the Metropolitan and Back Bay Garage Association and apparently taxi and truck organizations.

Taxis and trucks are not to be included under the ban, it being explained that the area, including roughly the North Station, Atlantic av to the South Station and part of Harrison av, Stuart st, Arlington, Beacon, Charles and Nashua sts, be closed entirely to autolsts who pull up to a curb, lock their cars and leave them unoccupied.

Might Be Revised

Certain portions in the vicinity of Arlington, Beacon and Charles st areas would be subject to certain revision, but anywhere where there is a residence or dwelling, occupants would have the right to park. It was freely admitted that parking regulations at the present time are ignored and some question was raised as to how the new plan could be enforced if it was put in effect.

In view of the fact that property owners and business interests were not invited to the meeting, Mayor Curley suggested that later a meeting of all concerned could be held. Attorney Griswold explained that it was the purpose of the meeting to first inform Mayor Curley of the object and that later another meeting could be held.

Mayor Curley called attention to the ex-parte angle and said that the Mayor of Boston had no authority since the existence of the Traffic Commission. Mr Griswold said that he had spoken to Mr Conry and Mayor Curley drily commented that it might have been more effective if he had spoken to Mr

Goodwin (of the Civil Service Commission).

For a time the hearing recessed until Mayor Curley got in touch with Col Thomas F. Sullivan, acting Traffic Commissioner, Thomas J. Hurley, chairman of the Street Commissioners, Park Commissioner William P. Long and Public Works Commissioner Joseph A. Rourke.

The proponents of the parking ban admitted their interests might be a bit selfish; that the garage men were not getting the proper return on their investments, and that taxis on short hauls operated at a loss, but that it was also for the public welfare and would speed up traffic of street cars, trucks and taxis operating in the proposed restricted district.

W. J. McDonald read a telegram received from Chicago telling of the great benefits derived there by a parking ban in the Loop district. Deputy Police Supt Thomas F. Goode, representing Commissioner Wilson, said that he understood from Daniel Bloomfield of the Retail Trade Bureau that the banning in the Loop was a failure.

Representatives of two of the largest taxi companies doing business in Boston favored the plan as did C. Bowen, representing the truckers; a representative of the Metropolitan and Back Bay Garage Associations; Mr Knowles of Harris, Forbes & Co and attorney Lothrop Withington.

REPORTS CITY LOAN ORDERS OF \$360,000

The City Council Finance Committee, in session yesterday, reported favorably loan orders amounting to \$360,000 and will report them to the regular meeting of the City Council next Monday. The largest item is for \$250,000 for the Boston airport and calls for the filling in of 40 acres of mud flats, some lighting, etc.

The remainder is for playgrounds, as follows:

Chestnut Hill Playground, \$7500; Ronan Park, Dorchester, \$10,000; Smith st, Brighton, \$20,000, and Randolph st, South End, \$5000.

HULTMAN DEPARTS FOR GEORGIA VACATION

Acting Fire Commissioner Eugene C. Hultman, who is also Building Commissioner, left yesterday on his annual vacation which he is spending in Georgia. He will be away for two or three weeks.

In Mr Hultman's absence, Chief of Department Daniel F. Sennott will be Acting Fire Commissioner, and Assistant Chief of Department Henry A. Fox will be Acting Chief of Department.

A QUESTION OF DIGNITY.

By a curious statute, of which the repeal is again proposed, presumably in vain, appointments to heads of departments made by the Mayor of Boston have to be passed upon by the Civil Service Commission. By a comic provision of that statute, in case of the rejection of an appointee, the Mayor may substitute the head of any other city department. Thus, for the moment, an Overseer of the Poor is serving as a Transit Commissioner. The Civil Service Commission has twice refused to approve the appointment as Traffic Commissioner of Mr. JOSEPH A. CONRY, whose ability and character have

been tested in important posts. The Commission doesn't have to give any reasons. According to The Boston Herald, the sole objection expressed by its members is that Mr. CONRY's "dignified appearance is repellent."

So melting, so fraternal, so hail-fellow-well-met has Boston come to be in some Republican eyes. Before the Legislative Committee on Civil Service Mr. CONRY disclaimed any disposition to pose as a martyr or a hero. He felt that it was due to his good name that the Commission should set forth the causes of its disapproval. While it might seem frivolous to dwell on it, the Commissioners seemed to dislike his dignified manner. "They interpreted it," according to The Transcript's summary, "as haughty superiority which "would unfit him for the position "of traffic officer of the city of "Boston." The report to that effect in the newspapers was true. Before he came again like a plucked freshman before the board, "I was told "that I should adopt a more humble "manner on my next visit."

Mayor CURLEY reproduced, with sympathetic humor, the very word and gesture of the orgulous offender:

Mr. CONRY appeared at the office of the Commission with a cane in his hand and, before going in, waited in the outer office. He rapped on the floor with his cane and remarked to one of the office staff, "Please notify the distinguished triumvirate within that Mr. CONRY is without."

If we know Mr. CONRY, he would have lost a hundred offices rather than pare down by a single word that airy message. It must have come to him as an irresistible inspiration. He knows the hard hearts of commissions. He wasn't trying to please the Commission but himself. How can a man be humble when a happy phrase suddenly masters him? He has lacerated the solemnities, but he has had his pleasure. Boston is unworthy of him. He should move to this island.

GLOBE 3/1/30 AM

COUNCIL BEGINS TAXICAB INQUIRY

Looks Into Cab Rights of Maintaining Stands

Silverman Gets Questions Bearing on Authority Definition

The City Council's special investigation of Boston's taxicab situation started yesterday, headed by Councilor Robert G. Wilson Jr. A threat of arrest from a policeman on State st when Councilor Wilson attempted to park in a taxi stand is said to have fanned a flame that has been smoldering for some time.

Associated with Chairman Wilson on the committee are Councilors McGrath, Ruby, Donovan and Mahoney. All believe that the Police Commissioner is acting without legal authority, and that such authority has been usurped from the Street Commissioners.

To Corporation Counsel Samuel Silverman have been presented 11 questions, which the Councilors hope will define the question of authority and right, if any, of hotels and property owners to rent the city streets to taxicab companies, etc. The questions appear in many cases to dovetail, but according to Councilor Wilson they were framed with the intent that there can be no ducking of the issue.

Mr Silverman is also asked by what right a Federal official grants permission to a cab company for exclusive use of part of State st, near by the Customhouse. He is also asked for advice on what steps the Council can take to stop renting the city streets to taxicab companies.

Harry Wiseman, representing the Independent Taxi Operators, said his organization for 11 years had been trying to get a Supreme Court ruling. Their drivers are convicted, he said, in the lower courts of trespassing, but on appeal juries always find them not guilty, and any exceptions taken during the trial cannot go before the Supreme Court because of the acquittal of the defendant.

Corporation Counsel Silverman told the committee that the matter would require considerable study; that abutting property owners have some rights to use of streets in front of their property.

"An easement," he said, "can be legally burdened by public necessity, use and convenience, and it might well be asked if a taxicab stand outside a hotel is overburdening an easement. The issue raised by the Council has never been the basis of a Supreme Court decision."

Representative Joseph Finnegan, responsible for a Legislative investigation of the taxicab situation, declared that a Springfield court had ruled that the City Council possessed authority to designate a parking stand regardless of the attitude of the owner of abutting property.

Mr Finnegan insisted that the authority was vested in the Street Commissioners, and that Chairman Hurler

of the Street Commissioners told the Legislature that the commissioners never insisted on exercising the authority which was being exercised by the Police Commissioner. He said that a taxicab company representative said that \$20,000 a year, or two per cent of the revenue, was paid for taxi stand privileges.

The matter will hang fire awaiting opinions from the corporation counsel.

WANTS COOPERATION BY TOWNS WITH BOSTON

According to an announcement yesterday by Miss Elizabeth M. Herlihy, secretary of Mayor Curley's conference on Metropolitan Boston, the purpose of the conference is not to bring about annexation to Boston of the surrounding communities.

The purpose, the statement says, is to investigate the desirability of extending the principle of cooperative effort between these communities, as exemplified in the present provision of Metropolitan sewer, water and park facilities, so as to include other similar services, like traffic, transportation and health.

TRAVELER 2/28/30

Boston for Bostonians



UNDER the Boston city charter, the Massachusetts civil service commission, not elected by the people but appointees of the Governor of the state, has the right to endorse or reject appointments of Boston officials by the Mayor of Boston.

This right should be taken from the civil service commission. The system is fundamentally wrong. The people of Boston elect a man to be their mayor. Naturally he wishes to surround himself with persons who will work in harmony with him for the best interests of the people.

That a state commission should dictate the personnel of the city government is a ridiculous situation. The city does not confirm the Governor's appointees. This is done by the Governor's council, which, by the way, is elected by the people. Appointments made by the President of the United States are confirmed by the United States Senate, elected by the people.

Appointments made by the mayor of Boston should be passed upon, not by a state civil service commission, appointees of a Governor who is a member of a party with which the majority of the voters of Boston are not aligned, but by the Boston city council, elected by the people.

We can see clearly that such a system might not please a mayor, that a council might be an even greater hindrance than the civil service commission and that the council might play politics. But if the city council acted too stubbornly, the people would have an opportunity of sending such members back to private life.

We have a particularly flagrant example in the case of the civil service rejection of Joseph A. Conry, whom Mayor Curley appointed as traffic commissioner. The same commission endorsed the appointment by Mayor Nichols of Traffic Commissioner Fisher. Without implying anything derogatory to the high character of Mr. Fisher, we wonder what qualifications Mr. Fisher possessed that Mr. Conry lacks.

TRAVELER 3/1/30

IS DESTRUCTIVE SAYS SECRETARY OF RETAIL BOARD

**Hopes Mayor Will Not Sanction Any Such
Attack — Loop Highway Is Suggested as
Alternative—New Proposal Would Be Boon
to Taxicab and Garage Owners.**

The proposal to close the downtown section of the city to parking today met with vigorous opposition from business men in the district.

Daniel Bloomfield, executive secretary of the retail trade board of the chamber of commerce, declared the plan is the "most destructive suggestion yet offered for the solution of traffic problems."

CRITICIZES JPLAN

Because of his position, Bloomfield is the spokesman for Boston's merchants. He criticized the plan, and uttered the hope that the mayor "will not sanction any such attack on the business of down-town Boston."

The plan was suggested by Atty. Merrill Griswold of the Traffic Control Association, during a meeting with Mayor Curley. Griswold proposed that parking of automobiles, except taxis and trucks, be prohibited in the territory embracing Causeway street and Atlantic avenue, Kneeland, Stuart, Arlington, Beacon, Charles and Nashua streets, and perhaps a portion of Harrison avenue.

Griswold admitted that garage owners are not receiving financial support sufficient for them to exist comfortably, as taxicabs are being operated at a loss on short hauls. He argued that these disadvantages would be offset by the advantages derived by the public from the acceleration of trolley car, taxicab and truck traffic.

NOT REAL SOLUTION

Bloomfield declared:

"The suggested plan for eliminating parking in downtown Boston is the most destructive suggestion yet offered for the solution of traffic problems.

"It offers no real solution. I do not know what is behind this suggestion. I'm interested in trying to discover the motive behind the suggestion. In the opinion of the retail trade board, Mayor Curley's plan for a loop highway or new traffic artery in downtown Boston suggested several years ago, is a far better and more constructive solution.

"To ban parking in down-town Boston would mean to attempt to destroy

very valuable property and business interests in the section, without adding anything to the convenience of the public.

"The plan does not seem very carefully thought out with reference to any real progress in the handling of traffic. It is apparent from newspaper reports that certain real estate and garage interests are most active in proposing this drastic step.

"We sincerely hope that the mayor will not sanction any such attack on the business of down-town Boston."

When Mayor Curley suggested that property owners and business men in the proposed loop had ideas about such a move which should be considered, Griswold replied that his purpose in mentioning the proposal was to acquaint the mayor with the plan as a first move toward a public meeting. The association represented by Griswold comprises garage owners, truckmen and taxicab companies.

The feeling among those opposed to the plan is that it is another attempt to force transfer of the retail trade district out beyond Park square. City officials, while not desiring to be quoted, said they felt an effort was being made to change the location of the retail trade district.

SHEPARD OPPOSED

John Shepard, 3d, of the Shepard Store expressed his store's attitude toward the proposed measure. He said:

"We are opposed to any further curtailment of the parking privileges in downtown Boston at the present time. We feel that the customers who come to this section are entitled to this privilege to as great an extent as possible.

"We can see no reason for increasing the privileges the taxicab companies already have, who are causing a great deal of congestion by an unnecessary amount of cruising."

F. A. Black, publicity manager of Filene's, said:

"What we know of the plan so far seems neither necessary or desirable."

GLOBE 3/1/30 PM

NEW TRAFFIC RULES ON SEVERAL STREETS

**No Left Turn Into State St
From Congress**

Col Thomas F. Sullivan, acting traffic commissioner, announced today that no left turn will be permitted in the future from Congress st into State st, and that Central st, from India st to Atlantic av, will be one way, as will Green st, from Bowdoin sq to Chambers st.

Other announcements include the exclusion of vehicles from Tyler st, between Kneeland and Beech sts, on Sunday between 2 and 5 p m, for an emergency purpose.

Vehicles will also be excluded for 10 days, starting today, from Gold st, between C and D sts, South Boston, during underground construction.

For a similar purpose no traffic will be allowed on Tudor st, between B and C sts, South Boston, for at least four days, beginning today.

AMERICAN 3/1/30

MAYOR CURLEY AT SERVICE

An invitation extended to the mayor of Boston to open a series of Lenten services next Wednesday noon to be held by the Greater Boston Federation of Churches in the Tremont Theater has been tentatively accepted. If His Honor cannot be present, some one of his representatives will be there.

Rev. A. Z. Conrad, D.D., of the Park St. Church, will be the first preacher and Rev. I. W. Williamson, leader of the men's Bible class of Tremont Temple, will preside. Music will be furnished by the Park st. choir. The service begins daily through Lent at 12:15 and closes at 12:55.

A notable list of preachers has been secured, including Dr. Robert Watson, Rev. Samuel M. Lindsay of the Brookline Baptist Church, Rev. Russell H. Stafford of the Old South, Rev. Raymond Calkins of the Cambridge Congregational Church, Prof. Harold H. E. B. Speight, formerly minister of King's Chapel and now a member of the Society of Friends; Rev. Ashley Day Leavitt of the Brookline Congregational Church. Special music will be furnished by various groups of church singers and musicians.

Join!

By a paradox of progress, one of Boston's oldest streets has now become one of Boston's newest streets. Federal street today fairly bulges with fresh force and vigor. Among veteran highways downtown where is there another, of like size and importance, which has so recently been made young? Given the First National Bank building for its "No. 1" cornerstone, stimulated by Lee Higginson's transfer, strengthened by the growth of other great financial houses, chosen by the Chamber of Commerce and now made the site of such completely new landmarks as the United Shoe Machinery building and the Tower building, Federal street has taken for the future a place of significance far beyond any which ever the most clear-sighted prophets could have predicted a few years ago.

If Federal street speaks well of the vitality of Boston as a leader in the financing and management of great enterprises of modern business, there is one institution in Federal street whose particular role it is to speak for the leadership and at all times and in all ways to sustain it. We refer, of course, to the Boston Chamber of Commerce. Next week an extensive campaign will go forward to enlarge the membership of the Chamber, and we do not propose at this time to say anything by way of urging Bostonians to respond to the call which will then go out. But we would like to ask, how can any Bostonian, and especially any young Bostonian, who has ambitions in the field of commerce, afford not to join the Chamber? It is idle, in a sound analysis, for any individual to expect that his business will advance save as he himself keeps in touch and in step with the leaders of his community's business. A great number of those leaders he will find in the Chamber of Commerce—whose headquarters stands fittingly in Boston's newest-old street—and if he knows his own best interest he will align himself with them in this organization for civic co-operation.

O'Hare Is Given Institutions Post

For the position of institutions commissioner, having the Long Island hospital and almshouse in charge, William G. O'Hare, of 2 Bartlett street, Charlestown, has been appointed by the mayor. For nine years he was a teacher in the Boston public schools, for several years a probation officer and for five years a member of the School Committee. He is a graduate of Harvard College, class of 1911.

Mr. O'Hare is a member and past grand knight of Bunker Hill Council, No. 62, K. of C.; member of the M. C. O. F.; the Alumni Sodality of Boston; Boston Lodge of Elks; the Charitable Irish Society and St. Alphonsus Association.

Merchants to Fight Ban on Parking

**See Grave Danger to Retail
Trade If Pleasure Cars Are
Prohibited**

Hearing Coming Soon

**Daniel Bloomfield of Retail
Trade Board Denounces
the Proposition**

Though Mayor Curley had today received no protests from the merchants against the suggestion of the newly organized Traffic Control Association, that the parking of pleasure car in the downtown district be prohibited, a means for stimulating traffic control, it became known today that the business men, through the Retail Trade Board of the Boston Chamber of Commerce will be prepared to fight the plan to the limit, at a hearing to be given by the Traffic Commission within two weeks.

Daniel Bloomfield, manager of the Retail Trade Board, declared today that it appeared as of the suggestion for no parking had been made through personal and mercenary motives. The blame for conditions was laid against the pleasure cars, whereas not a word was said against the practice of the taxicab drivers in wholesale "cruising" through the shopping district in the busiest hours. Mr. Bloomfield referred to the many attempts in the past to accomplish a prohibition similar to that suggested before Mayor Curley at yesterday's hearing, all of which failed, and said also that the best possible remedy for traffic troubles is the "Loop Highway," years ago suggested.

Moreover, it is well known in Boston that Chicago's experience with the movement to free its business district from pleasure vehicles has resulted in failure. Mr. Bloomfield will have affidavits to support that contention in his argument that Boston merchants need every possible encouragement to business and that nothing could be more detrimental to them than the elimination of shopping by automobile.

Colonel Thomas F. Sullivan, acting traffic commissioner, did not care to comment on the latest movement, but did declare that anything that will interfere with retail business requires most careful consideration. Mayor Curley said that as he would be the court of last resort in the matter he did not care to add anything to his suggestion at the hearing when he said that anything that would tend to depreciate property values in Boston's business district could not be tolerated.

The association, which comprises taxicab, garage and trucking companies, was represented at the hearing by Attorney Merrill W. Griswold.

In the absence of property owners and representatives of business interests which would be affected by the proposed ban, Mayor Curley suggested that they be invited to attend a future conference. He pointed out that as mayor he had no authority to bar parking in the downtown area, as it was a measure for the consideration of the traffic commission.

Attorney Griswold remarked that he had spoken of the plan to former Congressman Joseph A. Conry, who was nominated by the mayor for the post of traffic commissioner. Smiling, the mayor replied that it might have been more effective had the State street attorney spoken to Chairman Elliot H. Goodwin of the State Civil Service Commission, which has declined to confirm Mr. Conry.

Representatives of two leading taxicab companies favored the plan, as did Cornelius F. Bowen, speaking for the truckmen, and representatives of the Metropolitan and the Back Bay Garage Association.

William J. McDonald read a telegram from Chicago, praising the banning of pleasure parking in the Loop district there, but Deputy Police Superintendent Thomas F. Goode retorted that Manager Daniel Bloomfield of the Retail Trade Board of the Chamber of Commerce had pronounced as a failure the banning of parking in the Loop district of Chicago.

Old Hangar Comes Down on Monday

**All Legal Difficulties Ironed
Out on Building Which Has
Halted Airport Rating**

At last! Monday morning a crew from the Mystic Building Wrecking Company, Inc., of Chelsea will start to tear down the old Boston Airport Corporation hangar in the middle of the Boston Municipal Airport field. All papers have been signed—this from Raymond P. Baldwin, representing the Airport Development Company, owners of the hangar, from William P. Long, chairman of the City Park Department and from the Mystic Building Wrecking Company. Mr. Long has given orders for work to start and ten days from Monday is Wednesday, March 12—when the old hangar will be only a memory.

Mayor Curley in "Talkie" at Keith Theaters Next Week

A talking picture made in behalf of the Boston Chamber of Commerce membership drive, which gets under way Monday, and in which appear Mayor Curley, President Henry I. Harriman, J. Weston Allen, former attorney general, and other executives of the chamber, is being shown exclusively next week at the New B. F. Keith and Keith-Albee theaters, as a co-operative community measure, effected by the chamber and the Radio-Keith-Orpheum local officials.

In the "talkie," which was made this week at the chamber, Mayor Curley is seen and heard offering his support for the membership drive, as are Messrs. Harriman and Allen.

HERALD 3/2/30

14 City Councilmen Clamoring for Two Libraries Planned This Year

The clamor of city councilmen for the two branch libraries which Mayor Curley intends to establish this year has produced an unexpected situation which will not be determined until the trustees of the Public Library specify to the council the districts where there is pressing need of library accommodations.

At least 14 councilmen are insistent upon obtaining a branch library for their districts and as the allotment is restricted to two buildings, 12 are doomed to disappointment.

Pending a conference with the trustees, the council committee on finance will report "ought not to pass" tomorrow on the \$200,000 appropriation order recommended by the mayor.

The obtaining of a branch library looms as one of the few "plums" that councilmen expect to be able to secure this year. The library issue has suddenly assumed a political significance indicative of the determination of a majority of the councilmen to take advantage of every opportunity to enhance their prestige.

Librarian Charles F. D. Belden has enumerated 13 districts in which branch libraries are needed. He has listed Ashmont, Charlestown Heights, Clarendon Hill, Day square, Egleston square, Fenway, Forest Hills, Franklin field, Germantown section of West Roxbury, North Brighton, Readville, the Rugby section of Mattapan and Savin Hill.

Mayor Curley has approved the plan of the trustees to erect two branch libraries annually for the next six years. The cost of each will be \$75,000 for

land and building and \$25,000 for equipment.

There is no sentiment in the council opposed to additional branch libraries but before an appropriation is voted the districts in which the two buildings to be erected this year will have to be designated.

The council committee on finance decided yesterday to allow the trustees to designate the two districts where buildings should be erected. Whether the council will make a similar agreement is uncertain but the most pressing business which confronts most of the councilmen is to obtain a branch library without awaiting the pleasure of the library trustees.

GLOBE 3/2/30

PROPOSES DELAY ON LIBRARY BRANCHES

Committee Against Mayor's \$200,000 Order for Two

Would Await Trustees' Locations—
14 Councilors Want Buildings

With 14 City Councilors asking for new branches of the Public Library for their districts, and Public Librarian Belden saying branches are needed in 13 districts, while Mayor Curley has planned for only two new branches this year, the situation is interesting.

It is said the finance committee of the Council, with a view to postponing action on building any new branches till the Public Library trustees say where they believe this year's two new ones should be located, will report "ought not to pass" at today's meeting, in reference to the Mayor's order appropriating \$200,000 for the two branches.

The Mayor's plan, suggested by the Library trustees, is to provide two new branches annually for the next six years.

Librarian Belden has named these districts as needing branches; Ashmont, Charlestown Heights, Clarendon Hill, Day sq, Egleston sq, Fenway, Forest Hills, Franklin Field, Germantown section, West Roxbury, North Brighton, Readville, Savin Hill, Rugby section of Mattapan.

HERALD 3/2/30

Merchants Solidly Opposed to Further Parking Restrictions

Any attempt to restrict parking in down town Boston will have the solid opposition of merchants with stores in that section, it was made evident yesterday when a storm of protest greeted a suggestion to limit down town parking to trucks and taxicabs.

The spokesman for the merchants was Daniel Bloomfield, executive secretary of the retail trade board of the Chamber of Commerce, who characterized the plan as "the most destructive suggestion yet offered for traffic problems."

Inasmuch as the proposal to limit parking in the business area bisected by Washington street came from the Traf-

fic Control Association, which is composed of taxicab, garage and trucking concerns, it was felt by merchants that the intent of the suggestion was to aid such enterprises.

Fear was expressed, also, that an attempt is being made to push the retail district out beyond Park square.

City officials had nothing to say on the matter yesterday. Mayor Curley's own plan of a loop highway or other down town traffic artery is considered more likely to receive official approval than any other suggestion yet made for relief of congestion in the area bounded by Causeway street and Atlantic avenue, Kneeland, Stuart, Arlington, Beacon Charles and Nashua streets.

State House Matters

A word in defense of a public official who has been very sharply attacked in recent months—Elliot H. Goodwin, the State Commissioner of Civil Service. Mr Goodwin, like most men, probably has his feelings, but he has been criticized apparently because he would not make minor deviations from the law in cases where the applicants for appointment were particularly deserving and also particularly in need of work.

The feelings which lead people to think that such applicants should have a special consideration and possibly favors are highly creditable to those who hold them, but there is grave danger in going an inch beyond the law which is on the statute books. As soon as the Civil Service Commission makes one exception it opens the door to a flood of them, and before long it must decide which cases are exceptional and which are not. Any one can see the difficulties which would then arise. The only safe course, if the Civil Service Laws are to be retained, is to follow them exactly, even if hardships are caused in individual cases.

Contd

HERALD 3/2/30

tribunal for probing charges of that nature.

There has been a noticeable indication of impatience against the suggestion of legislative investigations recently. No recent session has been deluged with the petitions for inquiries to the extent that this session has been. It would require the services of a statistician to keep an accurate account of the bills that have been filed for investigations of practically everything and every one. The fear of being labelled as a "snooping body" has been instrumental in the rejection of several of these measures.

UNEMPLOYMENT PROBLEM

The unemployment problem also has been impressed on the legislators, not only by the throngs that crowd the galleries each day, but by the full attendances noticed at committee hearings. Spectators are welcomed; but there has been a mute protest registered against the garrulous nobodies who have been wasting the time of committee members by long and meaningless orations on any and every subject. These self-appointed guardians of the public welfare accomplish no good. Speaking before a full committee of 15 members, one of them can talk for 10 minutes and so waste 150 valuable minutes. While the commonwealth gives its protection to free petition that evil must go on.

There have been threats for the last three weeks that the committee on legal affairs would file its report on the hearing conducted Jan. 29 on the initiative petition for the repeal of the Baby Volstead act. The committee is no nearer a report now, a full month after the hearing, than it was when it filed out of the Gardner Auditorium at its conclusion.

Prior to the hearing, it was known that the committee would split. It has divided, true to prediction, yet neither the majority nor the minority side has prepared its report. The members actually have the sympathy of their colleagues because it is a delicate situation to handle. Lack of leadership on both sides seems to be causing the delay.

The members, however, have agreed to sit down together around the festive board this Wednesday night at one of our ritzy downtown hotels and possibly after they have finished their deliberations at the conclusion of a dry banquet, they may be prepared to sit down and knock off their reports. The Legislature timorously awaits the filing of that report. To many members the inevitable rollcall that must go with the measure is a bugaboo.

WILL GO ON BALLOT

The prohibition issue will go on the ballot in the election. That is a foregone conclusion. Now comes word that Republicans and Democrats in Rhode Island will back a resolution to have a dry referendum put on the ballot at its state election.

Speaker Saltonstall faced a delicate

situation in the middle of the week when he was called on to rule on a point of order made by Representative Roland D. Sawyer on the vaccination for private schools bill. Had he followed political lines he might have declared it well taken, and the bill would have been killed. It is the same measure that last year got as far as the Governor's desk when a sudden attack by the Christian Scientists encompassed its downfall. The speaker dismissed politics and ruled against the point of order. The measure well may arrive on the Governor's desk once more, but right now it reposes back with the public health committee.

The civil service commission was pilloried around the State House last week, and it is due for another unpleasant session Tuesday on the hearing of the report of the joint special recess committee on the entire state civil service. Possibly we may learn something about Messrs. Conry and McLaughlin. There must be a limit to the patience of Commissioner Goodwin, and if he ever does explode he ought to be in a mood to produce some interesting tales. He has been subjected to some harsh criticism from many sectors since last December.

GLOBE 3/2/30

DINNER IN HONOR OF ADMIRAL ANDREWS

Committee Arranges for
Event March 20

Commandant of Navy Yard Is to
Retire Next Month

The retirement next month of Rear Admiral Phillip Andrews, U. S. N., after a brilliant Naval career of more than 40 years, is not to pass without some recognition from his legion of friends and patriotic, civic and social organizations.

A committee of 200 prominent citizens, including the Governor, Mayor, State and city officials and business men are to tender a testimonial to Rear Admiral Andrews, which will take the form of a dinner at the Copley-Plaza on the evening of March 20.

Invitations are now being sent out by the committee, of which Frank S. Davis, manager of the Maritime Association of the Chamber of Commerce, is chairman. Charles F. Weed, vice-president of the First National Bank, is the treasurer.

An elaborate program of music and entertainment is being arranged. Rear Admiral Andrews has filled the position of Commandant of the Boston Navy Yard and head of the 1st Naval District for the past three years, and during that time has been identified with all movements having for their object the betterment of civic and commercial conditions.

HERALD 3/2/30

A GREATER ST. LOUIS

The statement of the problem of a Greater St. Louis contains many of the same factors which make the problem of a Greater Boston. The plan offered for the solution of the problem of the Missouri city is essentially the same as that proposed by Mayor Curvey for the solution of our own problem. Let a unit of government be created solely to deal with matters of concern to both the city and the county of St. Louis. What these matters are will be ascertained by careful investigation. All other functions of government will be left to the existing municipalities and to a corresponding unit to be created for the unincorporated regions of the county. The powers of this Metropolitan or Greater City Government will be granted in such flexible form that they may be expanded "when and if the new government earns popular approval and as new problems arise." Says Prof. Thomas H. Reed, the Consultant of the City and Municipal County Metropolitan Development Committee: "The greatest of all advantages is that in place of a rigid, intractable situation with city and county divided by an unbreakable barrier, the community will have provided itself with the means of meeting by its own efforts every problem of its own development."

There are other interesting details in this tentative St. Louis scheme. It provides for the annexation of any municipality or district to another on the favorable vote of the people of the annexed area. This suggests that our own problem is one which many other American cities are working out in their own way. The tendency of population is away from the centre to the rim. But every community around the centre has its stake in that centre. Their interests are common, but the difficulties in the way of getting unity of action even in any matter of obviously common importance are legion.

Of course in detail the problems of our cities differ. St. Louis, for instance, is prevented by constitutional provisions from undertaking to do many things which it feels a great city should have authority to do. Today the city proper and the communities scattered over the county can co-operate only by means of "transitory working agreements between officials which have no regularity or legal sanction." What is wanted there, as here, is some form of unification which will enable the community to stand before the world for what it is and all it is in wealth, influence and population, and at the same time allow the separate municipalities to retain local control of all their other affairs and give them a voice in the councils of the "greater" city.

FAMILIAR SIGNS OF REBELLION SHOW THEMSELVES IN RANKS OF MASSACHUSETTS DEMOCRATS

By W. E. MULLINS

The unusual activity of the Democratic leaders in the current session of the Legislature as they plead eloquently before various committees for the welfare of the downtrodden public, is indicative of the golden dreams they are having of a victory in the fall campaign. The possibility of success carries with it the dangers that invariably lurk among them when the outlook is so roseate.

John F. Fitzgerald and Gen. Logan have been conspicuous figures at the hearings. They are the two outstanding candidates for Governor and, being what they are, their opinions on matters of legislation naturally command attention in the newspapers. Reports of their activities accordingly provide them with desirable publicity that otherwise could not be obtained.

On the surface there is every appearance of unity, but once the smoke screen clears away and action is begun, the same old animosities are certain to be plunged to the forefront. Right now agitation has been begun for a conference of party leaders. Senator Walsh presently will be summoned from Washington as the big chief of the tribe to go into the huddle with Messrs. Fitzgerald, Logan, Curley, Peters and Lomasney in an endeavor to line up a fool-proof ticket.

John J. Cummings, one of the prominent independents, has learned of the proposed conference with alarm. Repeatedly he has asked that the younger generation of Democrats be permitted to take a hand in shaping the party councils and the party ticket, but he steadily has been ignored.

"There always has been interference," he said the other day, "with the lawful methods provided for the party to nominate its candidates. If the leaders only will consent to remain out of any coalition, and permit the voters to make their own selections after a fair fight, they need not worry about success in the election."

HINTS AT BOSSISM

"The regular pre-election attempts of our alleged leaders to drive out those not in the combination are worse than the vicious pre-primary convention engineered in 1928 by the Republicans. Where do the voters figure in these machinations? Any convention of the leaders in some obscure hotel room will be nothing more than a disguised attempt of a few bosses who now are unable to do what they used to accomplish under the convention system."

"I have not made any formal announcement of my candidacy for Governor because it is much too early to begin campaigning, but I must not be

dismissed without consideration. I am entitled to a chance. The present generation wants none of that domination or alleged leadership. The leaders will be rebuked in the election, just when the party has a chance to capitalize the weaknesses of the Republicans, if they persist in trying to dictate a ticket."

There is the first threat of rebellion. It is traditional of the Democrats that they rarely compose their differences for any length of time. In the last election they swept Smith and Walsh to victory, but there the unity ended. Either treachery or disunion was responsible for failure in the other state contests.

It is axiomatic of the Republicans that they invariably succeed in smoothing out their party quarrels when the critical moment arrives. Presently they appear to be in distressful condition. Former Gov. Fuller returns to the arena this week, refreshed from a holiday in the South, and Democrats and Republicans alike are eager to discover what his first move will be. There are countless guesses, but only he knows his aims.

The curiosity of the Republicans extends to the attitude that will be assumed by Fitzgerald and Curley in the campaign. From 1913 until 1928 they were uncompromising enemies. Curley had been a factor in electing Fitzgerald mayor prior to that year, but when Curley made his first run against the late Thomas Kenney, the little general remained neutral. That was the beginning of their enmity.

HIS PERSONAL AMBITION

Curley used to brag that he was loved for the enemies he has made. Tried and trusted friends, Dan Coakley notwithstanding, he shackles to himself with bonds of steel. He never forgives, and while he may openly support Fitzgerald for Governor, it will be difficult for him to subdue his own personal ambition to sit on the throne on Beacon Hill. If Fitz wins, he automatically will become the logical candidate in 1932, with the prospect of having Lt.-Gov. Youngman as an opponent. If he eventually issues a statement to the effect that he wants only a single term as Governor, there may be some difference in the double harness combination of Fitzgerald and Curley.

Like all powerful men, Curley is intense in his likes and dislikes. It will be hard for him to forget Fitzgerald's opposition to him in his campaign against the late Jim Gallivan, Andy Peters and John R. Murphy. In the third year of his last term as mayor Curley ran for Governor against Fuller. In the third year of this current term he is almost certain to run again for

Governor.

The return of Mr. Fuller undoubtedly will accomplish more toward clarifying the Republican senatorial situation. Determined efforts will be made to learn if he is sincere in his threats to run for the nomination and if not, whom will he support. It is two weeks since William M. Butler formally put himself into the fight, and the time is approaching when he will fulfill his promise to define his attitude on prohibition. There will be an interesting document.

SIMON AND FULLER

There is an interesting story told about Joseph L. Simon, the Salem Republican to whom Fuller sent the telegram in which he all but put himself into the contest for the Senate. Simon and Fuller have been close friends. To Simon the former Governor once said, "You have given me the most sincere and honest introduction I ever have been privileged to have to a political gathering."

It seems that during the campaign for his election to a second term Fuller was asked by Simon to use his influence toward obtaining a parole from prison of an unfortunate. Fuller refused. When the opportunity came for Simon to introduce Fuller to a Salem assembly he related the circumstance and said, "Any Governor in the midst of a campaign who has the courage to reject a plea like that deserves our united support."

The Democrats are going about the senatorial contest leisurely, marking time for developments. Work already has been started toward obtaining a strong candidate for every congressional district, and in each instance the prospective candidate is a wet.

Former Mayor Quinn of Cambridge, member of the Democratic national committee, recently was urged to seek the nomination in the 8th district to run against Frederick W. Dallinger, but he has declined the invitation. He said that he is happy in his new business associations, and that never again will he be a candidate for elective office.

Up in the 4th district two men have been advanced as prospective rivals for George R. Stobbs. They are Maurice F. Reidy, wealthy Worcester real estate operator, and Representative John S. Derham of Uxbridge, a dripping wet member of the legislative committee on legal affairs that is considering a report on the initiative repeal Baby Volstead referendum.

Stobbs defeated Freeman M. Saltus by 9000 in 1928, while Dallinger had 18,000 votes to spare in winning from James P. Brennan.

The action of the House rules committee in dismissing the resolve seeking an investigation of Fuller's memorable blast of corruption against the Republican state committee reveals that the speaker and his cabinet do not intend to permit the Legislature to become entangled in a political fight of that character. The Legislature is not the proper

FAVORS HIGHER GAS TAX FOR BETTER ROADS

Mayor Murphy of Somerville
Would Build Up 'Through
Highways'

Mayor John J. Murphy of Somerville, president of the Federation of Municipalities within the Metropolitan Area, yesterday announced himself in favor of the proposed increase from two cents to three cents in the gasoline tax.

He further urged that the additional revenue be used in construction of through highways. The statement was made at the meeting of the Federation at Cambridge city hall.

The proposal was discussed at length at the meeting but no action was taken.

A letter from Henry I. Harriman, chairman of the metropolitan planning division, soliciting support of the organization for proposed gasoline tax increase, was read.

URGES 14 DISTRICTS

It explained the plan of dividing the state into 14 districts, the additional tax in each district to be kept in a district fund and be used for that district only. If adopted, Harriman contended, the taxation burden on real estate would be materially lessened.

Mayor Edward H. Larkin of Medford wanted to know if the state had ever defined a "through highway." He said if secondary streets were included he would favor the proposition.

Mayor Thomas J. McGrath of Quincy believed that each city and town should decide what streets in its particular localities should be constructed or reconstructed with the money thus raised.

NEED EXPERT ADVICE

City Auditor Rupert S. Carven, speaking for Mayor Curley, suggested that legislation be enacted providing for payment for under and over passes from the State highway fund. He said the State had done excellent work in the middle and western sections and that it was high time it did something for the metropolitan district.

George L. Dow, representing Mayor Richard M. Russell of Cambridge, took issue with Carven's statement. He said it was a courageous but mistaken idea. The thoroughfares of the outlying districts, he said, were used by people who went to Boston to spend their money.

Theodore N. Waddell, director of the state division of accounts, told the gathered mayors that what the people wanted was equalization of taxes and that the organization should enlist the aid of competent advisors to work out some system that would obtain such equalization.

ANNEXATION NOT PLANNED

Conference on Metropolitan
Boston So States

A meeting of the general committee of the Conference on Metropolitan Boston, appointed by Mayor Curley to consider the advisability of co-ordination in governmental activities in the Boston Metropolitan district, was held Tuesday Feb. 25, in Room 39, City Hall.

While continuing its work as a fact-finding body, the conference believes, in view of the misapprehension which apparently exists in the minds of many with regard to the nature of its work, that it should declare itself at present so far as its policy has been established and its procedure and convictions per mit.

The conference has not considered, and does not contemplate advancing, any proposal for the annexation to Boston of the cities and towns in the Metropolitan district. It is investigating the desirability of extending the principle of co-operative effort as exemplified in the present provision of metropolitan sewer, water, and park facilities so as to include other functions of a metropolitan nature, such as traffic, transportation, health and similar matters, with the idea of developing a unified control of common activities, but with no loss of individual identity or local autonomy.

The conference welcomes the efforts being made by other groups and individuals looking toward a solution of problems of metropolitan interest, but hopes that such studies will be approached with a full understanding that the committee appointed by Mayor Curley, 16 members of which out of a total of 23, live outside the corporate limits of the city of Boston, have no thought of annexation in mind and are not directing their studies toward that end.

MAYORS HEAR PLEA FOR HIGHER GAS TAX

Would Construct Through
Roads, Writes Harriman

Wants Municipalities to Pay for
Passes—Some Hearers Object

A proposed gasoline tax increase of one cent to pay for through street construction and payment for over and under passes in the various cities and towns entirely out of the State highway fund were discussed at yesterday afternoon's meeting of the Federation of Municipalities Within the Metropolitan Area, in Cambridge City Hall.

A communication was read from H. I. Harriman, chairman of the Metropolitan Planning Board, which asked that the federation back his proposed bill to raise the tax to 3 cents and use the added income on main thoroughfares in the various cities and towns, divided into 14 districts. Mr. Harriman contended that if this tax were adopted the burden on real estate would be lessened.

Mayor Larkin of Medford said the bill was all right if it included many of the so-called secondary streets which are now used extensively by traffic from all parts of the State.

Mayor McGrath of Quincy said that if there was any money to be expended he wanted it to be expended at the discretion of the city or town.

It was decided to wait until another meeting to pass upon Mr. Harriman's proposal.

Over passes and under passes on main highways and especially those within the limits of Boston should be paid for 100 percent out of the State highway fund, said City Auditor Rupert S. Carven of Boston, representing Mayor Curley. He said the revenue from automobiles and the gasoline tax, amounting to \$16,200,000 last year, would take care of all such work.

Now, if a city or town wants an under or over pass that city or town itself must pay 28 percent of the burden, which, he said, is too much. Mayor Murphy of Somerville expressed the same opinion.

Mr. Carven also made a plea against the proposed 4 percent tax on income to supplant the present corporation tax system.

Theodore M. Waddell spoke in place of Tax Commissioner Henry F. Long, who was unable to attend. Mr. Waddell said that if the cities and towns want a reduction in taxes there should be a reduction of activities. He said there are many sources of revenue in the State that are not taxed.

Assessor James J. Casey of Cambridge said real estate, a small part of the wealth in the State, pays 65 percent of the burden.

There were only 10 members present, for in some towns elections were held.

POST 3/2/30

Cont'd

A Surprise Appointment

Mayor Curley's appointment of Mr. Conry as head of the Traffic Commission at a salary of \$7500, came as something of a surprise. It is true that Mr. Conry was a staunch supporter of Mr. Curley in his last campaign and an able aid in Curley's remarkable drive for Al Smith. But there had not been any close association of the men before the Smith campaign.

The appointment of Mr. Conry surprised him, too. For he had no inkling that he was to be selected by Mr. Curley for the job until one Sunday morning when the Mayor asked him to drop over to the house for a talk. They are nearby neighbors in Jamaica Plain and it was at this talk that the Mayor asked Mr. Conry to take the job. He accepted the Mayor's invitation.

In the usual way the appointment was sent to the Civil Service Commission. Mr. Conry's name was rejected. The Mayor requested a conference with the commission. It was granted. The commission again rejected the name. But, that's only the beginning of the fight. For opposition is something that both Mayor Curley and "Joe" Conry have thrived upon.

Still Looks Good

There is a bill before the Legislature seeking to make it unnecessary for the Civil Service Commission to approve the appointment of department heads by the Mayor of Boston. The other day both Mr. Conry and the Mayor appeared before the committee hearing proponents and opponents of the measure. And, strangely enough, Eliot H. Goodwin, chairman of the board, was among those who want the bill passed.

CITY CLOSES AIRPORT BLDG.

Flying Service Has No Lease, Says Long

The Bay State Flying Service building at the East Boston Airport was closed yesterday by order of Park Commissioner William P. Long, who declares the company has no lease to the land it is occupying. The park commissioner also informed officials of the Bay State Flying Service that the building must be removed at once as permanent paving is to be constructed over the site of the building.

According to Commissioner Long, he had repeatedly warned the company it must remove the building but his orders were ignored. Accordingly, Officer Daniel Eldredge yesterday informed Alfred J. Jones, chief of maintenance for the flying company, that he had orders to close the building. Those inside were compelled to leave at once.



A portrait study of Joseph A. Conry, drawn especially for the Sunday Post by Taffae.

This Elder Democrat, Named for Traffic Board Head, Has Bowed Before Czars

BY CHARLES P. HAVEN

Joseph A. Conry is one of the few gentlemen of the old school left in politics hereabouts. And, oddly enough, Mayor Curley has maintained that Mr. Conry's meticulous observance of the amenities of a more gracious, kindlier age in a crass and less polite era, has caused him to be rejected by the Civil Service Commission as commissioner of traffic for the city of Boston.

Mayor Curley had asked Mr. Conry to take the job of regulating automobiles throughout the tortuous streets of the city.

And, when Mr. Conry was summoned to the offices of the Civil Service Commission in the State House for an oral examination, he greeted each member with a bow, upon entering, and repeated the gesture upon taking his leave.

And, it is the opinion of the Mayor and others who witnessed the incident that the board thought he was "high-hatting" them!

From the neighborhood of the Civil Service Commission comes another version of Mr. Conry's visit.

That version pictures Mr. Conry losing his patience after he had been kept waiting in an antechamber a longer period than he thought necessary.

He then rose, tapped upon the conference room door with the head of his cane and, when a secretary responded, commanded her to announce to the commission that Mr. Conry was waiting to confer with them.

Has Greeted Kings

Joseph A. Conry has entered and left the audience chambers of crowned heads in his time. One of these was the throne room of the Czar of all the Russias, by whom, by the way, Mr. Conry was knighted for his work as consul of the former Russian government in Boston. He still holds that office, by the way, as the American government has never recognized the Soviets.

Since the passing of the ever courteous and scholarly "Jim" Donovan, upon "Joe" Conry has fallen the mantle of dignity as a leader of the Democratic party in Boston. With "Jim" Donovan's death passed one of the then remaining dignified, old-school Democrats.

For "Joe" Conry and "Jim" Donovan were representatives of the elder Democracy, the men who guided Boston Democracy before the advent of the so-called younger element, Fitzgerald, Curley, Gallivan and their followers. They were the men who came in between P. Maguire, the big Democratic boss of the 80's and early 90's, and the newer figures.

Both Well Liked

The dignity that characterized these men is not the kind that repels, for both are known and have been addressed as "Jim" and "Joe." Their bearing is more the outward show of an innate consideration for the rights and dignity of others than an expression of their own self-esteem.

Joseph A. Conry is a big man, perhaps six feet tall, of healthy, outdoor appearance. His gray hair rises from the high forehead that marks the scholar. He loves to talk. "Joe" Conry is one of the few men left who knows the art of conversation. To sit for an hour with him is to be the recipient of a rare treat.

Much in Demand

He is much in demand as an orator. While I talked with him the other day, ex-Congressman George O'Shaughnessy of Providence phoned him to urge his acceptance of an invitation Mr. O'Shaughnessy had sent him by mail to be the orator at the March 17th meeting of the Friendly Sons of St. Patrick in Rhode Island. He accepted, so the Friendly Sons of Providence have a treat in store for them.

"Joe" Conry was born over in East Boston. He attended the public schools and finally became an attorney. His practice was a successful one and he progressed in politics through the Boston City Council and the Board of Aldermen, over both of which bodies he presided, to Congress. Governor Walsh appointed him a Director of the Port of Boston.

Mr. Conry is a bachelor. He built for himself in the Jamaica Pond section one of the finest mansions in America. In it he had built a private chapel, decorated by a Russian artist.

He Becomes Consul

His appointment as Russian consul came about in this manner. During the summer he spent much time at Manchester, Mass., the favorite summer place of diplomats. There he was introduced to Baron Rosen, who was then Czaristic ambassador to the

United States.

One day the Baron asked Mr. Conry to suggest someone for the consulship at Boston. After much diplomatic sparring, the Baron brought the conversation around to one point where Mr. Conry had accepted the position himself. He was the only American to hold a full consulship for Russia.

He has one idiosyncrasy that has reached almost the status of a hobby. He owns 18 pairs of shoes and never wears the same pair twice in the same week. These shoes are built on a last he had especially made for himself 30 years ago. He will tell you that the possession of at least 18 pairs of shoes made from the same last is absolutely necessary to the proper care of the feet and is sound economy.

A Fine Appearance

The rest of "Joe" Conry's apparel is in keeping with his shoes. He is a fine figure and a delight to the eye of one who appreciates the subtler points of sartorial ethics. Nothing gaudy, nothing flashy marks the apparel of "Joe" Conry. Rather there is a quiet elegance about his clothes that fit the dignified personality they accentuate.

Spats are no part of "Joe" Conry's costume. I asked him why he didn't wear spats, for if ever a man could carry off this last touch of elegance, that man is "Joe" Conry. (I'm sorry to say that he never answered my question. An interruption occurred, and when our talk was resumed we both forgot that important topic.) Mr. Conry does carry a cane, however, and in the grand manner. To imagine "Joe" Conry without a cane would be as silly as to imagine the late Teddy Roosevelt without his teeth.

Joseph A. Conry has been interested in traffic ever since he was a port director. At that time he published a plan for the handling of traffic in conjunction with his plans for building up the business of the port. One of his suggestions was that the Atlantic avenue elevated structure be turned into a motor highway.

One of the accomplishments he is most proud of in his long career is the sale of the big dry dock in the harbor to the federal government. That brought into the treasury \$4,500,000. He did this through his ability to show Josephus Daniels, Wilson's Secretary of the Navy, the value of the big dry-dock as a federal possession.

That "Joe" Conry is unloved by the Republicans in Massachusetts has been an open secret for decades. He has frequently charged that though a Democrat can be elected Governor of the Commonwealth, no real Democrat is ever appointed by Republican Governors to any important State Commissions. The other day he stated that the personnel of the Civil Service Commission is all-Republican, although one member is nominally a Democrat.

CITY PADLOCK ON BUILDING AT AIRPORT

Land Never Leased by Bay
State Flying Service
It Is Charged

The building of the Bay State Flying Service at East Boston Airport was padlocked at noon yesterday.

It was charged that the company had no lease for the land it was using, occupying it by squatters' rights, and had been previously warned to leave.

The padlocking, ordered by Park Commissioner Long, was accomplished by Officer Daniel Eldridge.

Alexander J. Jones, chief of maintenance for the company, was its only representative present. There were other people in the building at the time, however, and they were ordered to leave by Officer Eldridge.

The building, erected in December, 1927, was the second to be erected for commercial purposes at the Boston airport. During the spring and summer of 1928 the Associated Aircraft and M. I. T. Flying Club had offices therein.

Last July the Federal Weather Bureau of the airport moved in and remained there until January, 1930, operating a 24-hour service. Expenses for heating and lighting were paid by the Bay State Flying Service, who claim it cost them \$100 extra a month.

The weather bureau moved into the Administration building in January. Frederick Pereira of Chelsea is president of the Bay State Service.

MERCHANTS HIT DEAD PARKING BAN IN BOSTON

Suggestion of Traffic Control
Association Is Protested
Before Mayor

The merchants of the city of Boston, through the Boston Retail Trade Board, David Bloomfield, manager, yesterday organized

a protest against the suggestion of garage owners, taxicab companies and truckmen that "dead" parking of autos in downtown Boston be prohibited.

The plan to create an area in downtown Boston that would be closed to "dead" parking of passenger autos was offered yesterday at a conference in the office of Mayor Curley by Atty. Merrill Griswold, representing the Boston Traffic Control Association.

The association includes the Metropolitan and Back Bay Garage Association and apparently taxicab and truck organizations.

Taxicabs and trucks are not to be under the ban. The area referred to includes roughly the North Station, Atlantic ave. to the South Station, and part of Harrison ave., Stuart st., Arlington st., Beacon st., Charles st. and Nashua st. In this district autoists could not pull up to a curb, lock their cars and leave them unoccupied.

MAYOR'S SUGGESTION

Certain revisions would be made for specific portions in the vicinity of Arlington, Beacon and Charles sts., but occupants would have the right to park anywhere there is a dwelling. Parking regulations at the present time are ignored, it was freely admitted, and some question was raised as to how the new plan could be enforced.

Mayor Curley suggested that a meeting of all concerned be held later. Since property and owners and business interests were not invited to yesterday's meeting, Mayor Curley said the mayor of Boston had no authority since the creation of the traffic commission.

"We are strongly opposed to the plan to prohibit dead parking," said Manager Bloomfield, of the Retail Trade Board, "in downtown Boston and Beacon Hill, and will fight the proposal.

"Certain real estate and garage interests want to shift the retail business center. It has nothing to do with civic betterment.

"The proposed plan is ill-considered and would work great hardship, not only on the business houses of the section, but also on the general public. It is no solution of the traffic problem of the city.

"It would be far better for all business and civic groups to get behind Mayor Curley's original plan for a loop highway through downtown Boston. The group which is proposing this change is the same which fought Mayor Curley's plan."

HEARING MARCH 18

Col. Thomas L. Sullivan, acting traffic commissioner, has set March 18 as the tentative date for hearings on the proposed changes.

Mayor Curley conferred with Col. Sullivan, Chairman of the Street Commissioners Thomas J. Hurley, Park Commissioner William P. Long and Public Works Commissioner Joseph A. Rourke.

W. J. McDonald, realtor, told of the benefits of the parking ban in the loop district in Chicago. Deputy Supt. of Police Thomas F. Goode said he understood from Manager Bloomfield of the Retail Trade Board that the Chicago plan was a failure.

Representatives of two of the largest taxicab companies in the city spoke in favor of the plan, as did Cornelius Bowen, representing the large trucking concerns.

NAMES OF 3 STREETS CHANGED

Gallivan Boulevard,
Quaker Lane Now
in Effect

Changes in the names of three important streets of this city became effective yesterday, when Exchange street became a part of Congress street, Congress square was converted to Quaker lane and the so-called Southern artery, comprising parts of Codman, Adams and Marsh streets in Dorchester, was christened Gallivan boulevard.

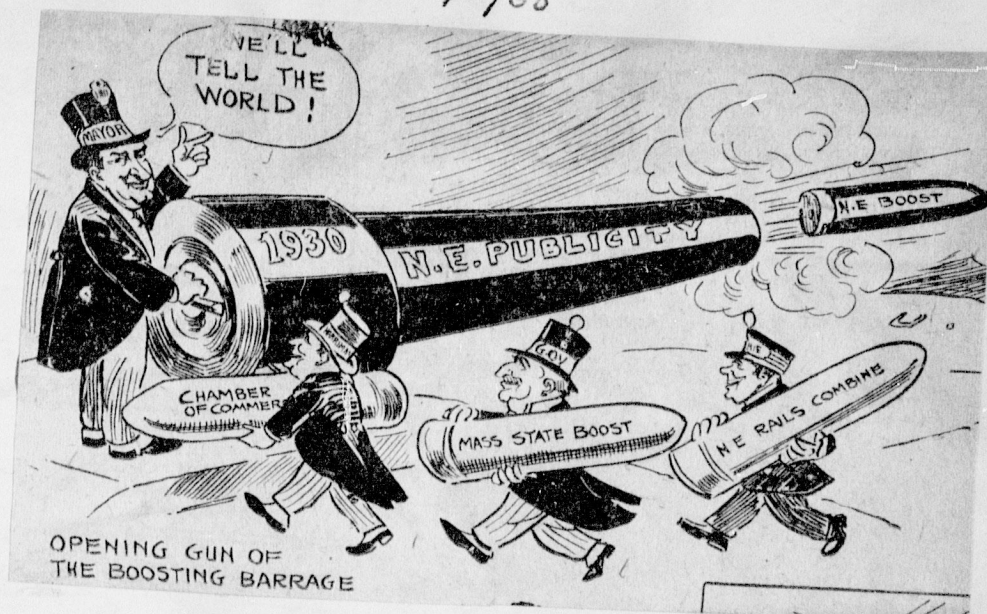
LAST DAY FOR CHANGES

Under a special law, the names of streets cannot be changed after March 1 of each year. The law was adopted so that the city assessors would have a full month to prepare their listing books before going out on the first of April to place an assessment valuation on every parcel of real estate in the city.

Changing the name of Exchange street was one of the last official orders of former Mayor Nichols before he left City Hall, for Exchange street was widened so as to be a uniform continuation of Congress street, and the single name for the through traffic artery was adopted as Congress street.

Mayor Curley approved the name of Gallivan boulevard for the reconstructed and widened Dorchester streets which have been unofficially known as the Southern artery for the past year, providing a permanent memorial to the late Congressman James A. Gallivan.

Post. 3/2/30



DOWNTOWN AUTO BAN IS PROTESTED

Suggestion Is Termed
Selfish; Hearing on
March 18

Whether pleasure cars will be barred from parking in the downtown area, as suggested by Attorney Merrill W. Griswold, representing the Traffic Control Association, will be decided after March 18, when Acting Traffic Commissioner Colonel Thomas L. Sullivan will hold a hearing on the proposal.

The plan offered to Mayor Curley Thursday by Griswold was met with a storm of protest yesterday, and the declaration by Daniel Bloomfield, manager of the Boston Retail Trade

Board, that the proposal would be fought.

GARAGE, TAXI PLEA

Griswold in his conference with Mayor Curley offered the suggestion that "dead parking," that is, cars which do not contain a driver, be banned from the congested section. The Traffic Control Association is composed mainly of garage owners, taxicab companies and truckmen.

In an attack on the proposal Manager Bloomfield charged that the scheme is backed by garage owners and real estate operators for selfish purposes and that it has nothing to do with civic betterment.

"We are strongly opposed to the plan to prohibit 'dead parking' of automobiles in downtown Boston and Beacon Hill and will fight the proposal," said Bloomfield.

"Want to Shift Business"

"It is obvious what is behind the suggestion. Certain real estate and garage interests want to shift the retail business centre of Boston. It is nothing more than a selfish move on their part and has nothing to do with civic betterment."

"The plan is ill-considered and would work great hardship not only on the business houses of the section which pay substantial taxes, but on the general public. It is no solution of the traffic problem of the city."

"It would be far better for all business and civic groups to get behind Mayor Curley's original plan for a loop highway through downtown Boston, which plan is the best yet offered for traffic relief."

EVIDENTLY TOO HIGH

Mayor Curley, evidently thinks that the new East Boston ferry tolls which went into effect on Jan. 1 are too high, and the statistics of the patronage of the boats bear him out. When there is seen a falling off of 40 per cent in the number of vehicles carried across, there is a very definite reason for it.

The net income from the ferries under this loss of patronage is very little, if any, larger than it was under the old rates. Anyway, it is much less than was estimated. It is significant that the business people of East Boston agree that the high tolls are a detriment to the district.

The Mayor has proposed a schedule to the Council considerably lower than the present one. The rates are from 25 to 70 per cent less for various kinds of vehicles. Mr. Curley, speaking out of the fulness of his heart, says that the tunnel or bridge to Noddie's Island is yet quite a bit in the future and that there is no need of establishing competitive rates just now.

The same principles hold everywhere; when you boost the price of a thing higher than the traffic will stand, it goes somewhere else. In this case the motor car can get to East Boston by another way and pay nothing for the privilege.

GLOBE 3/3/30 AM

HECTOR MCINNESS, SPORTSMAN, DIES

Boxing Referee Was Fond of Fine Horses

Big, good-natured, amusing Hector McInnes of South Boston died last night at his home, 18 Ticknor st, near City Point. He had been ill only a short time. The last few days his condition was serious, and as he battled to hold on, as big and strong as he was, he had to yield.

"Hec," the big man, who knew everything there was to be known about dogs, was interested in the finest of fowl, loved a trotter and a pacer, knew a fighter when he saw one, managed them and refereed, and



HECTOR MCINNES

was interested in politics. How he loved to tell stories and how he could tell them.

Probably his biggest job as a boxing referee was when he was the third man in the ring in the Johnny Willson-Mike O'Dowd 12-round fight, waged in the days before the Boxing Commission, at Mechanic's Building in 1920.

It was for the world's middleweight title, and McInnes decided Wilson was the winner, with which went the championship. He had been selected to officiate by his old pal, Paddy Mullins of New York, who managed O'Dowd, but he decided against one of his closest friends.

There were many who felt that McInnes erred, but when the same pair were rematched in New York, March 17, 1921, at New York, Wilson scored another win and vindicated McInnes.

Ceased as Referee

When the boxing commission came into existence he ceased to officiate, but always was present at the contests, lending a cheerful word to some little or big before and after a match. He had a kindly word for all, and was known for his ready wit. He was one of the old school, and was one of the fearless type of referees who did not care for anyone in deriding at his decisions.

Each Summer of late he was a frequent visitor to the L Street baths, where he was the center of attraction as he sat on the sand and stories rolled from him as if he was reading a book. He was popular, and a big healthy man.

About everyone in South Boston, rich and poor, knew McInnes. A small army of others all over Boston, New England and the country over claimed

him for a friend. Neighbors called on him for advice.

They didn't stop there, however. They knew he was a plumber and for that reason it was not unusual for some of his constituents temporarily out of funds to send for McInnes. His willingness to assist earned him the friendly title of "Hector the Big Tinker."

He stood more than six feet and weighed over 200 pounds, was an imposing figure no matter where he went, and a man who might have been able to take care of himself in any kind of company. He raised a lot of dogs but Sharkey and the Harvester were his favorites, both being Boston terriers.

He managed and named Pat Splaine of South Boston, Eddie Murphy, one of the greatest of lightweights several years ago.

No Interference

As a referee he never countenanced any interference from managers or seconds. He refereed the Jimmy Briggs-Willie Hoesey battle, the contest between Honey Melody and Joe Walcott, in which Melody won the welterweight championship, and the Melody-Willie Lewis bout. He delighted in telling how old Tom Sharkey, in seconding Lewis was so upset that he threw a chair instead of the sponge into the ring, acknowledging defeat.

As regards the light harness horses, he owned some, and never felt better than when talking about the trotters and pacers. When it came to horsemen, Walter Cox was his ideal, often visiting the famous reinsman at Dover, N H, before Cox went to Goshen, N Y.

He was a follower of Thomas Flood, once a leader in South Boston politics. He kept up his interest, and when James M. Curley was battling against John R. Murphy for Mayor in 1921, McInnes was a busy man. Mayor Curley appointed him an inspector of plumbing for the city of Boston, a position he held until his death.

He was married to Anna T. Harrington of South Boston, Nov 26, 1923, and from then on he enjoyed much of his home life. His widow, three sisters, Mrs John Haverly of Cambridge, Miss Belle, and Mary, and two brothers, Loecky and John, survive him.

Stepping Right Along

Mayor Curley has written to Massachusetts members of Congress asking them to get a tariff on shoes, but the trouble seems to be that there are not enough Massachusetts Congressmen to do this.—Boston Globe.

Looks from here as if we were on our uppers. J. H., in Berkshire Eagle.

To save our soles.—Ed Pointer in the Boston Globe.

At what point in the career of a sole, would you say Ed, is it no longer worth saving?—J. H., in Berkshire Eagle.

When it is holey.—Ed Pointer in the Boston Globe.

Just at that point—would you not say?—a man gets in on the ground floor.

Why is it Ed that a pair of shoes, tapped, wear longer, as to soles, than do the originals?—J. H., in Berkshire Eagle.

There will be a column in this yet.—Ed Pointer in the Boston Globe.

A column a FOOT long.

Ed, I could hardly wait for press time to get that one across—fearful lest someone would beat me to it.

Now then!—J. H., in Berkshire Eagle.

TRANSCRIPT 3/1/30

Taxi Privileges Before Committee

Public hearings on the question whether taxicab companies should have exclusive rights to parking before hotels, railroad stations and business houses were opened by the City Council committee yesterday afternoon.

Councilor Wilson, the chairman, said that he had urged a policeman to arrest him when ordered off a reservation on State street, but without avail. Harry Wiseman, former vice president of the Independent Taxi Operators' Association, declared that his drivers had been found guilty of trespassing in lower court, but in the Superior Court juries had found them not guilty, thus preventing them from appealing to the Supreme Court for a legal decision.

Representative Joseph Finnegan presented testimony that the chosen taxicab companies pay large sums of money to hotels and railroads for exclusive parking privileges. Whether the police commissioner or the street commissioners have the authority to regulate the situation is one of the questions which the corporation counsel will decide in a few days.

HERALD 3/3/30

NEW HOPE SEEN

Port Case May Again Go Before I. C. C.

Corporation Counsel Samuel Silverman returned from New York yesterday after a consultation with former Interstate Commerce Commissioner Mark Potter that may result in a new petition being filed with the interstate commerce commission that will open up a new prospect of relief for Boston from the present port differential that is handicapping the commercial growth of the city.

Potter, whose views are said to represent to a certain extent the frame of mind of the I. C. C., has been mentioned as likely to represent certain Boston interests in rate matters paralleling the interest of port and city, before the commission.

Mr. Silverman said last night that he had nothing definite that he could discuss until he had talked with Chairman Guy Currier of the port authority, who is expected to return from Florida March 22. He admitted, however, that if the right kind of petition were presented to the commission on behalf of Boston, there might be some possibility of a change in the commission's former adverse stand in the matter of the differential. The basis of the unsuccessful action taken by Boston has been to obtain the abolition of the differential that has worked to the advantage of Philadelphia and Baltimore as against this port.

The experience of some of the cities that have been before the commission indicate that if Boston takes a similar position it may be able to place before that tribunal a record of facts that have never been submitted to it before, and that the commission will take these facts into consideration in arriving at its decision.

MAYOR TALBOT ASKS WALSH TO MAKE NEXT FALL'S SLATE

Sawyer, of Ware, Being Pushed for Senate or Governorship; Cong. Gifford "Spanked" for His New Bedford "Soup Kitchens" Talk

By ELIAS McQUAID

THAT Trouble, with a capital "T," may not be the exclusive property of Massachusetts Republicans in this year of grace was made plain during the week by the statements of prominent men at the annual get-together of men and women Democrats of Fall River, an assembly sponsored by the Democratic city committee.

Speakers who turned their faces in the direction of Boston as they issued solemn warnings, were Edmund T. Talbot, Democratic Mayor of Fall River, and Rev. Roland D. Sawyer of Ware, a member of every Massachusetts Legislature since 1913.

It was the thought of these gentlemen, publicly and loudly voiced, that there is a tendency on the part of Boston Democrats to "hog everything."

WHAT Mayor Talbot and Rev. Mr. Sawyer desire is that in primary elections ambitious Boston Democrats shall have the Fall Rivers and the Wares in mind, remembering that in Statewide contests the successful candidates are those who can "sell" themselves to the towns and villages and smaller cities as well as to their neighbors of the metropolis.

Isn't it the truth? Who's the greatest vote-getter the Democrats have ever brought out upon the Bay State track?

The answer is, of course, David I. Walsh—to quote the official ballot, "OF FITCHBURG."

Senator Walsh is a statesman and an orator, with personality. His great gifts, his high character and his public record would make him an asset to any party anywhere, but I venture the opinion that he owes no small part of his power as a vote-getter to the fact that the state at large looks upon him as the Clinton boy who made good in the little city of Fitchburg.

WHETHER we like it or not, the fact is that the smaller places look with jealous, envious or suspicious eye upon the big city. Which is one reason for the stranglehold of our rural legislators on the municipal affairs of Boston.

"We stand an excellent chance to carry the state in the fall," Representative Sawyer told his Fall River friends, "if only the Boston crowd will have some consideration for other parts of the state. In the past there has been too much Boston, not only on the

ticket but in the party council. I want to say now to our Boston friends, that the up-state Democrat will not tolerate that sort of thing any longer."

Mayor Talbot, best known of the French-speaking Democrats of the state, was equally frank. He said:

"If the Boston Democrats fail to recognize the other sections of the state this year, there is bound to be trouble. I am entirely willing to follow the leadership of Senator Walsh, and if the Senator is given the task of choosing the slate I have a feeling that it will be satisfactory to all."

As to that, of course, there may very well be serious and honest differences of opinion. The first objector would, very likely, be Senator Walsh. You may be able to find a more mellifluous name for the man who builds a slate for YOUR party, but if the other party invests its leader with such extraordinary powers, you would be quick to call HIM "boss."

THE Rev. Mr. Sawyer, his friends say, intends to be a candidate next Fall for either the U. S. senatorship or the governorship.

The only announced candidate for either place, at the present writing, is former Mayor John F. Fitzgerald, who, Mayor Curley has said, will be the "next governor."

The writer is not advised of Representative Sawyer's intentions, but he does know that for many years no other Democrat has been made use of so much—between elections—as Roland D. Sawyer.

Sawyer never ducks, never dodges, has never been suspected of placing property rights above human rights. The record of his votes in the Massachusetts Legislature these 17 years would be a courageous and broad-minded story of liberal and progressive Americanism. There is as little of the bigot about him as there is about Walsh, or "Charlie" Cole, or "Ed" Logan. What the Democrats decide to do about him is none of my affair, but it seems to me that their

State ticket will be none the weaker if somewhere it includes the name of the Congregational minister.

And, while we are on the subject, there will be no doubt whatever concerning Representative Sawyer's position with reference to prohibition, the League of Nations and the League's "World" Court. He's "agin" them all!

THE problem presented by Mayor Talbot's repudiation of Boston leadership is a horse of another color. The Democrats, no more than the Republicans, may not hope to win elections in Massachusetts unless they are prepared to give some recognition to the more important racial groups among our citizens.

If it was something like this that Mayor Talbot had in mind, the Boston Democrat will be wise if he makes a note of it and "acts accordingly." There was an instance, only a day or two ago, of the sort of trouble the "independent" Boston Democrat can make at the primary election if he sees fit.

The suggestion was made in all seriousness, by a Republican villain meaning no good to our Democratic Nell, that a good man for the Democrats to run for the United States senatorship is one who was practically left at the post four years ago in the Glynn-Nichols scramble for the mayoralty!

THE point of this March the First essay is that Democrats must not count their chickens before they are hatched. Winning November elections at this time of the year is as easy as winning harness races and baseball games while sitting around a mid-winter stove.

Mayor Curley's Governor Sq. Offer

The urgency of relieving traffic conditions in Governor square is so great that any news promising an end of the trouble has a strong claim to be welcomed as good news. Year after year the debate has dragged on without action. And this has been so even though, as an engineering matter, everyone agrees what ought to be done. The Boylston-street subway should certainly be extended under Governor square, with new portals placed, west of the square, in Beacon street and Commonwealth avenue. But on the question how the cost of this work should be met, the city of Boston has for years maintained, until Mayor Curley made his interesting offer last week, a wholly non-co-operative and obstructive position. Mayor Curley's offer is entitled, therefore, to be received and studied in an open-minded way as a real contribution, on the city's part, toward ending hitherto endless talk on this matter and beginning at last the work of the steam-shovels.

Nevertheless, even while conceding to the mayor's offer its due worth as a practical matter, it is necessary to remain clear-sighted and definite about the principles which must govern the construction and finance of any major rapid-transit extensions which are hereafter built in the metropolitan district. Always in the past the entire cost of building subways and tunnels has been thrown upon the Elevated, to be recouped from the car-riders' fares. This has been a suitable and even a fortunate plan so long as the revenues of the Elevated were equal to the weight thrown upon them. Thanks to the terms of the old rapid-transit leases, the city of Boston has not only not incurred a dollar of tax-expense from these great improvements of transportation in this metropolis, but also has been gradually acquiring a larger and larger paid-up equity in the subways and tunnels. Meanwhile, New York city has been investing scores upon scores of millions of the taxpayers' dollars in Gotham's rapid-transit system without ever receiving a dollar of contribution toward the cost from New York's car-riders.

Now, whether one likes it or not, inevitably one must recognize that for the future of rapid transit in Boston a changed day is at hand. Intelligent study of the Elevated's budget shows that it is idle to hope that the present revenue from fares can continue to bear the whole cost of rapid-transit extensions. Representative Elliot Wadsworth, reviewing the recent decline of the total volume of car-riding on the lines of the Elevated, has issued several statements expressing strong skepticism whether, in the face of this decline, any further extensions can be justified. Mr. Wadsworth speaks from an unchallengeable fund of experience in matters of financial management. More-

over, so long as the question of paying for rapid transit extensions be considered wholly as a charge upon the Elevated's existing revenues, we think his case is overwhelmingly sound. No experienced bank or business man, studying the recent balance sheets of the Elevated, could possibly say that they justify the outlay of large new sums for rapid transit on the theory that the road will make a profit from such extensions, or even be able to pay the full carrying charges upon them.

The recent Dorchester-Mattapan extension of the Cambridge tunnel provides a good case in point. No experienced railway manager, studying the revenues thus far earned by this extension, can possibly show that it has yet added enough to the net volume of the Elevated's passenger fares in this district to pay for the carrying-charges on the investment. But there is a light in which the construction of this excellent new rapid transit line can be economically justified; namely, that it is so valuable a contribution to efficient mass-transportation—which is the lifeblood of commercial and industrial prosperity in a modern American city—that it constitutes a desirable and even an indispensable asset of the Boston metropolitan district as a whole, and a real assurance of the district's continuing and increasing prosperity in the future.

If this be so, and city officials have always most positively declared that it is so, then obviously it is as logical as it is financially necessary that the metropolitan district shall begin to share in the cost of building future rapid-transit extensions. A normal division of the cost would be fifty-fifty. That was the basis upon which the General Court drew and passed the Governor square act of 1928, which Mayor Nichols flatly refused to accept. We believe still that it constitutes, in principle, the most forthright and open-eyed way of meeting the cost of the Governor square improvement.

But Mayor Curley has preferred to make a compromise offer. He is understood to have assented, in general terms, to an agreement whereby if it is found in actual practice that the \$135,000 of annual carrying-charges resulting from construction of the Governor square extension throw the budget of the Elevated into a deficit, then the newly organized Metropolitan Transit District will reimburse the public trustees for that deficit to the extent of \$135,000 a year but no more. So far the mayor would go in order to put an end to delay of this very much too long delayed public improvement. And we must say, in view of the long years of intransigence shown on this whole question by City Hall in the past, that there is scant basis for expecting that any more logically suitable terms can be secured. In a head-wind, the captain of a sailing ship must from time to time tack. And we are bound to admit that the urgency of relieving the Governor

square congestion is so great that this looks to us like a proper time for tacking, and for accepting the mayor's offer. But it should be specifically understood that in so doing no basic principle of navigation is waived or compromised. A straight line must, after all, always remain the shortest distance between any two points, even though sailormen occasionally must tack in order to pass from one to the other.

Airport Bus Line Up to Legislature City Councillor Timothy F. Donovan of East Boston Leads Opposition

From the opposition to a petition of the Boston Elevated for the much needed bus line from Maverick square to the Boston Airport voiced in a hearing before the jitney committee of the Council, it was quite evident that the City Council will not favor the bill against East Boston opponents.

Equally, apparent was the fact that it was not opposed of itself, but merely because its attackers felt the Elevated would use the bus line to take the Jeffries Point car line. It was claimed the Elevated advocated bus lines on Lexington street and then took up one of the car tracks, leaving the citizen with no busses and only half the service they had before.

According to Edward L. Dana, general manager of the Boston Elevated, there was no justification for spending money to fix up the Lexington street line and the single track was left in as a favor to the residents. Regardless of the merits of the arguments, one thing is certain—the City Council will not favor the petition. The next step is to put in a bill through the Legislature and get the line, independent of the Council. Such a bill should go through. An old quarrel and possible fears should not hold up definite progress for the Boston Airport.

GLOBE 3/3/30 PM CURLEY GIVES JOBS TO 23 LABORERS

Named to Water Division at \$5 Per Day

Mayor Curley today appointed 23 laborers to fill permanent positions in the water division of the Public Works Department at \$5 per day, effective next Friday.

URGE STATE AND CITY TO ASSIST JOBLESS NOW

Central Labor Union Recommends Sending Committees to State House and City Hall

The Boston Central Labor Union at Wells Memorial building recommended that special committees be sent to the State House and City Hall to urge appropriations that will allow for the immediate start of proposed public works to relieve the unemployment situation. This action followed the report of the committee studying the problem, and the bringing to the attention of the delegates the preliminary report for February of the American Federation of Labor.

This report shows an increase of unemployment in Boston for the month from 16 per cent on the previous month to 19 per cent.

In discussing the question, John Carroll, past president of the United Building Trades Council, declared that Mayor Curley has done more during the past two months to change the situation than all the rest of the office holders in the State.

The Sacco-Vanzetti case cropped up when, during an address before the delegates, Frank A. Goodwin, chairman of the Boston finance commission, was asked by a delegate, Michael Flaherty, if he would make the same speech, now that he is seeking support for his insurance bill, as he made a few years ago on the Sacco-Vanzetti case.

"I believe in the courts and the upholding of verdicts," was the answer of Goodwin. Continuing, he said: "When a jury of 12 men render a verdict, and this verdict is declared to be right and just by every tribunal in the nation, then this verdict should be carried out, no matter who it affects or what is affected."

TERCENTENARY EMBLEM ISSUED

An official emblem for the Boston Tercentenary has been adopted by the executive committee and throughout the rest of the year will be used on all printed matter issued in connection with the celebration.

It is circular and in the foreground are shown the three hills that gave Boston its old name Trimountaine. As if rising from this foundation is a view of the Boston of the future, surmounted by the dome of the State House.

"Boston Calls You for 1930," is the invitation which the insignia extends to all. The emblem also bears the words, "Boston Tercentenary" and "Boston 1930," and the motto, which translated means: "May God Be With Us, as He was With Our Fathers."

The emblem will be made in a form suitable for display in windows, offices, stores, factories and other places. It was designed by J. Phillip O'Connell, director of public celebrations for the city of Boston.

TRANSCRIPT 3/30/30

Old Hangar at Airport Starts Down—and Out!

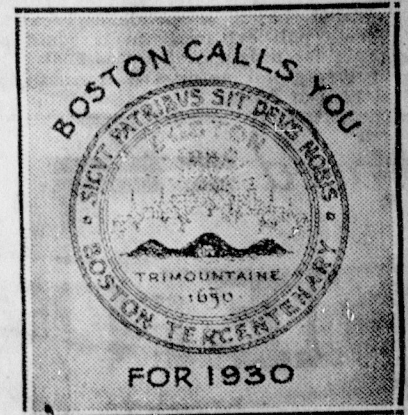
Apparently Nothing Stands in the Way of Removal of Dangerous Obstruction

Today the old hangar at the airport started down—and out! Apparently, nothing stands in the way of its complete removal from its dangerous position in the middle of the field. Delay in removal began last year, after the city and the Boston Development Company, owner of the Boston Airport Corporation building, had agreed on terms. Then a loan order for \$15,000 was lost in a City Council committee.

This ended matters until this January when several near accidents because of the hangar and the holding up of the airport rating because of it, resulted in an investigation to see what had delayed its removal. The missing loan order was found and passed, only to have legal difficulties in the signing of papers further delay matters. Saturday, all papers were in order, Commissioner Long gave orders for the Mystic Building and Wrecking Company to go ahead and today saw work started.

Tercentenary Seal to Have Wide Use

The Boston Tercentenary Committee has adopted a design for an official emblem or insignia which, it is hoped, will pass into general use. It is circular in form. In the center and in the foreground are prominently shown the three ancient hills that gave the earlier name Trimountains. As if rising from that



Tercentenary Seal

foundation is a vision of the future Boston dominated by the State House dome and with the lettering "Boston 1930."

In the border surrounding the design appears the title "Boston Tercentenary" and "300th anniversary." Prominently placed above and below the insignia, "Boston Calls You for 1930."

The device, besides being used on the official letterheads, will appear on all printed matter issued by the city in connection with the 300th anniversary celebration. Furthermore, it will be made in a form suitable for display in windows, offices, stores, factories and other places where people will see it.

The insignia was designed by the municipal director of public celebrations, J. Phillip O'Connell. The design is copyrighted and arrangements will be made through a commercial agency for furnishing cuts, stickers and designs for various uses at a nominal charge.

Under the terms of the award the building must be down in ten days, so the date for a real airport celebration can now be definitely and for all placed on Wednesday, March 12. With the building out of the way, it should not take long to have the circle and name put on the field, thus at least satisfying the basic requirements for a rating. We must not expect too much.

GLOBE 3/3/30 PM

FUNERAL WEDNESDAY OF HECTOR MCINNES

Well - Known Sportsman
Sick Only Short Time

Funeral services for Hector McInnes, who died last night at his home, 18 Ticknor st, South Boston, after a short sickness, will be held Wednesday morning at the Gate of Heaven Church, South Boston, at 10 o'clock, where mass will be celebrated.

"Hec," the big man, who knew everything there was to be known about dogs, was interested in the finest of fowl, loved a trotter and a pacer, knew a fighter when he saw one, managed them and refereed, and was interested in politics. How he loved to tell stories and how he could tell them.

Probably his biggest job as a boxing referee was when he was the third man in the ring in the Johnny Wilson-Mike O'Dowd 12-round fight, waged in the days before the Boxing Commission, at Mechanic's Building in 1920.

It was for the world's middleweight title, and McInnes decided Wilson was the winner, with which went the championship. He had been selected to officiate by his old pal, Paddy Mullins of New York, who managed O'Dowd, but he decided against one of his closest friends.

There were many who felt that McInnes erred, but when the same pair were rematched in New York, March 17, 1921, at New York, Wilson scored another win and vindicated McInnes.

Ceased as Referee

When the boxing commission came into existence he ceased to officiate, but always was present at the contests, lending a cheerful word to some little or big before and after a match. He had a kindly word for all, and was known for his ready wit. He was one of the old school, and was one of the fearless type of referees who did not care for anyone in deriding at his decisions.

Each Summer of late he was a frequent visitor to the L Street baths, where he was the center of attraction as he sat on the sand and stories rolled from him as if he was reading a book. He was popular, and a big healthy man.

About everyone in South Boston, rich and poor, knew McInnes. A small army of others all over Boston, New England and the country over claimed him for a friend. Neighbors called on him for advice.

They didn't stop there, however. They knew he was a plumber and for that reason it was not unusual for some of his constituents temporarily out of funds to send for McInnes. His willingness to assist earned him the friendly title of "Hector the Big Tinker."

He stood more than six feet and weighed over 200 pounds, was an imposing figure no matter where he

went, and a man who might have been able to take care of himself in any kind of company. He raised a lot of dogs but Sharkey and the Harvester were his favorites, both being Boston terriers.

He managed and named Pat Splaine of South Boston, Eddie Murphy, one of the greatest of lightweights several years ago.

No Interference

As a referee he never countenanced any interference from managers or seconds. He refereed the Jimmy Briggs-Willie Hosey battle, the contest between Honey Melody and Joe Walcott, in which Melody won the welterweight championship, and the Melody-Willie Lewis bout. He delighted in telling how old Tom Sharkey, in seconding Lewis was so upset that he threw a chair instead of the sponge into the ring, acknowledging defeat.

As regards the light harness horses, he owned some, and never felt better than when talking about the trotters and pacers. When it came to horsemen, Walter Cox was his ideal, often visiting the famous reinsman at Dover, N H, before Cox went to Goshen, N Y.

He was a follower of Thomas Flood, once a leader in South Boston politics. He kept up his interest, and when James M. Curley was battling against John R. Murphy for Mayor in 1921, McInnes was a busy man. Mayor Curley appointed him an inspector of plumbing for the city of Boston, a position he held until his death.

"Hec," who was a native of Antigonish, N S, was married to Anna T. Harrington of South Boston, Nov 26, 1923, and from then on he enjoyed much of his home life. His widow, three sisters, Mrs John Haverly of Cambridge, Miss Belle, and Mary, and two brothers, Loecky and John, survive him.

AMERICAN 3/3/30 LAST RITES FOR FR. GASSON

In Immaculate Conception Church, Harrison ave., where he was rector for many years, funeral services were held today for the Rev. Thomas I. Gasson, S. J., former president of Boston College.

Educators of note and prelates prominent in the Jesuit and other orders in the United States and Canada filled much of the church and the rest of the throng was made up of nuns and laymen and women.

The low mass of requiem, required by Jesuit practice, was celebrated by the Rev. James M. Kilroy, S. J., New England provincial of the Jesuit order.

Prior to the mass at 10 a. m.—

from 5 a. m. onward—the body lay in state in the church and hundreds of men and women visited the bier. It had also lain in state yesterday.

Among those present at the services were Very Rev. William L. Hingston, S. J., provincial of the order in Canada, and Very Rev. Erle Bartlett, S. J., president of Loyola College, Montreal, both of whom escorted the body from Montreal to Boston.

Others included Very Rev. James H. Dolan, S. J., president of Boston College; Rt. Rev. Mgr. John B. Peterson, auxiliary bishop of Boston; Rt. Rev. Mgr. Richard J. Haberlin, vicar-general of the diocese; Rt. Rev. Joseph F. McGlinchey, permanent rector of St. Mary's Church, Lynn; Rt. Rev. Mgr. P. J. Supple of St. John's Church, Roxbury; Rev. Neil A. Cronin, administrator of Holy Cross Cathedral; Rev. Charles P. Gisler, S. J., rector of Holy Trinity Church, South End; Rev. John O'Leary, C. SS. R., of the Mission Church, Roxbury; Rev. James T. McCormick, S. J., president of Boston College high school; members of the Boston College high school and of the Jesuit seminary at Shadowbrook, Lenox.

B. C. SENIORS PALLBEARERS.

The only near relative of Fr. Gasson present was his brother, Henry J. Gasson of Landover, Md.

Others who attended the church service were Mayor James M. Curley, John J. Dowling, superintendent of the Boston City Hospital; Charles Birmingham, past president of Boston College Alumni Association; Rev. Charles W. Lyons, S. J., of Georgetown University, former president of Boston College; William J. McMorro, former city collector, James J. Maher, past president of Young Men's Catholic Association, and Edward Condon, former secretary to ex-Mayor Malcolm E. Nichols.

The ushers were Francis X. and Henry Blackwell, Joseph Bossi, nephew of Fr. Gasson, Richard W. Woods and Owen F. Hayes.

SPECIAL TRIBUTE PAID.

As a special tribute to Fr. Gasson the funeral cortege circled the grounds of Boston College, Newton, while en route to Worcester for burial.

Pallbearers were members of the senior class at Boston College. They were John W. Sullivan, president of the Student Council; Brendan McNally, president of the class; James Mahoney, secretary of the class; Matthew Kenney, Thomas Canavaugh, vice-president of the class, and William J. Sullivan, president of the Athletic Council.

Following the services the body was taken over the road to Worcester, where burial was held in the Jesuit Cemetery attached to Holy Cross College.

TRAVELER 3/3/30

Church Crowded at Funeral of Fr. Gasson

Hundreds Unable to Get Inside of Immaculate
Conception Pray in Street; Body Taken
to Holy Cross, Worcester

Prominent men and women, prelates and priests of various orders, and educators irrespective of denomination, attended funeral services for the Very Rev. Thomas I. Gasson, S. J., a former president of Boston College, today.

AT IMMACULATE CONCEPTION

The services were held in the Church of the Immaculate Conception, Harrison avenue and East Concord street. It is the church over which Fr. Gasson presided for many years.

The edifice was filled to its capacity. Hundreds who knew Fr. Gasson and loved him were not able to get into the church where the requiem mass was being celebrated for the repose of his soul.

All who were able to get into St. Valentine's Chapel, the lower church, did so and there prayed for the cleric and humanitarian who had endeared himself to them in the days when his name was a household word in Greater Boston.

Requiem mass was celebrated for the repose of the soul of Fr. Gasson by the Very Rev. James M. Kilroy, S. J., New England provincial of the Jesuit order.

Henry J. Gasson of Landover, Md., brother of Fr. Gasson, was the chief mourner.

The Rt. Rev. John B. Peterson, auxiliary bishop of Boston; the Rt. Rev. Mgr. Richard J. Haberlin, D. D., I. P. P., vicar-general of the archdiocese of Boston; the Rev. Frank A. Burke, chancellor of the archdiocese and secretary to Cardinal O'Connell; the Rt. Rev. Mgr. Joseph F. McGlinchey, D. D., dean of the Essex county clergy and permanent rector of St. Mary's, Lynn; the Rt. Rev. Mgr. Patrick Supple, D. D., rector of the St. John's, Roxbury; the Rev. O'Leary, C. S. S. R., of the Mission Church, heads of the various religious orders in this and other cities of the commonwealth; the Rev. Dr. Neil A. Cronin, administrator of the Cathedral of the Holy Cross; nuns from the various communities in Greater Boston, and priests from all over the archdiocese were present.

The Very Rev. William A. Hingston, S. J., provincial of the Canadian province; the Very Rev. Erle Bartlett, S. J., president of Loyola College, Montreal; the Very Rev. James H. Dolan, S. J., the president of Boston College and the faculty of that institution; the Rev. Edward P. Tivnan, S. J., rector of Weston College and Jesuits attached to that institution; the Rev. James McCormick, S. J., president of Boston College high school; the Rev. Charles P. Gisler, S. J., rector of Holy Trinity Church, Shawmut avenue, as well as Jesuits from Shadowbrook, Lenox, and from other Jesuit communities in this and other states, represented the society.

MAYOR CURLEY PRESENT

The Very Rev. Charles W. Lyons, S. J., a former president of Boston College, came on from Georgetown College,

Washington, where he is now stationed. Among the prominent people present were Mayor Curley, former City Collector McMorrow, Judge Devlin, Maj. William A. Sampson, Dr. Dowling, superintendent of the Boston City Hospital; James H. Carney, Charles Birmingham, president of the Boston College Alumni Association, and James J. Mahar, former president of the Young Men's Catholic Association.

Mayor Among Mourners at Fr. Gasson's Funeral



Scene inside the Church of the Immaculate Conception, Harrison avenue and East Concord street, during funeral services for the Very Rev. Thomas I. Gasson, S. J., today.

AMERICAN 3/4/30

Memory of Massacre Hero Is Honored



Maj. J. W. H. Myrick Mayor Curley Maj. Francis X. Phelan
Photo shows Mayor Curley with Maj. Myrick, commander of the Ancient and Honorable Artillery, and Maj. Phelan, representing Gov. Allen, immediately after they had placed wreaths today on the monument of Crispus Attucks on the Common. (Staff photo.)

CURLEY SCORES 'COLOR LINE'

Speaking on Boston Common at exercises commemorating the Boston Massacre 160 years ago and the fall of Crispus Attucks, colored patriot, Mayor Curley today condemned the proposed discrimination between white and negro Gold Star mothers on the pilgrimage abroad this summer.

"This is a nation of the people, by the people and for the people and it cannot remain such if we are to discriminate between the color of the mothers who gave their sons in the common cause," he declared.

Attacking "quick lunch historians," William H. O'Brien of the public works department echoed the mayor's plea for equality of treatment of mothers going to visit the graves of their sons in Europe.

RESOLUTION ADOPTED

Hancock, Adams, Washington, the Boston Massacre, and other names and events of early American history will be remembered long after the besmirching "quick lunch historians" are moulded in their dust and forgotten, he said.

A large crowd was present on the Common when Mayor Curley placed a wreath at the foot of the monument of Crispus Attucks, first to fall before the guns of the British soldiery at State and Exchange sts. Proposed by S. R. Bourne, Boston lawyer, of the National Equal Rights League, a resolution protesting color discrimination between the Gold Star mothers was unanimously adopted by the assemblage. It will be forwarded to President Hoover.

Among those present at the exercises at the Attucks monument and the Declaration of Independence tablet on the Common were Maj. J. W. H. Myrick, commander of the Ancient and Honorable Artillery, and two past commanders, Capt. Jacob Frotter, 91, and Capt. F. H. Appleton.

WREATH PLACED

At the tablet in State st., marking the scene of the massacre, a group of members of the W. H. Carney Circle, G. A. R., gathered to mark the day. Martha Kenswill, of Cambridge, a direct descendant of George Peters, fired upon by the British soldiers during the massacre, placed a wreath on the tablet.

Rev. C. C. Williams, pastor of the A. M. E. Zion Church, led the group in prayer. Mary Wigglesworth sang the "Battle Hymn of the Republic" and the "Star Spangled Banner."

A wreath and a State flag were placed at the monument at 12:30 by Maj. Francis X. Phelan, representing the Governor.

Additional exercises were held at the grave of Attucks in the Granary Burying Ground and at the Declaration of Independence tablet on the Common.

The evening meeting in Ruggles Hall, Ruggles and Washington sts., Roxbury, will be addressed by a

representative of the Mayor, by Cyril F. Butler, Esq., Edward W. Wilson, Esq., William H. O'Brien of the State House; J. Solomon Gaines, the Rev. Walter D. McCane, the Rev. W. H. Shaw of Cambridge and Dr. Alice W. McKane.

Clock Given Former Penal Commissioner

Former Penal Institutions Commissioner Philip A. Chapman, who is now superintendent of supplies, unexpectedly acquired an electric hall clock at a dinner tendered him at the officers' quarters at Deer Island.

After expressing appreciation of the courteous treatment which had been extended them by the former commissioner, he was given the tangible testimonial of the esteem in which the officers hold him. The gift also represented the esteem of the employes of the department of office in City Hall annex.

Plans to Beautify So. Boston Cemetery

Health Commissioner Francis X. Mahoney will hold a public hearing in his office Wednesday morning on a petition to close the Union Cemetery in Fifth st., South Boston, because of insanitary conditions.

The original owners of the property are dead and the three heirs, according to the commissioner, are willing to deed the property to the city, just as owners of the Hawes Cemetery, adjoining, did some time ago.

If this happens, the cemetery will be given in charge of the cemetery department and beautified.

GRADUATE 3/4/30

REAL ESTATE TRANSACTIONS

Mayor Curley to Speak at Luncheon Meeting

The luncheon to be held at Brown's Letters, Inc., 169 Devonshire st., on Tuesday, March 11, at 12:30, will have for its speaker Mayor James M. Curley. His subject will be "The City of Boston's Building Plan."

This will be the third of these luncheons given by the above office to stimulate the building industry and to create closer relationship between the architect and the building trade.

The attendance is expected to be the largest yet.

REPORT \$16 TAX LIMIT FOR HUB

The legislative committee on municipal finance, with several dissenters, today reported out a bill for an \$16 tax limit for the city of Boston for the current year. This is a higher rate than it is expected will be needed.

Last year the tax limit was \$12.75. This year it is believed it will be about \$14.75. This action of the committee came after considerable discussion and the members had reported out a bill for a \$16 rate for three years, which was recommitted to the committee.

FAIL TO AGREE ON GOVERNOR SQ. PLAN

Representatives of the Legislature, the city of Boston and the Boston Elevated who met in conference in the State House today on the problems of Governor square, failed to reach a final agreement.

They are attempting to settle the differences and report a bill back to the legislative committee on metropolitan affairs which will settle the differences of opinion and permit the immediate start on the work to relieve the traffic situation at the end of the Boylston street subway.

BRIDGE-TUNNEL BILL IS ARGUED

Bill to Give City Choice Is Given Hearing

Mayor Curley's bill to give the city of Boston its choice of building either a bridge or tunnel between East Boston and Boston was heard before the House rules committee today. There was no opposition.

At the present time the city is authorized to build a tunnel, but it is the belief of some that a better deal could be made by the building of a bridge.

The mayor's bill was favored by Henry I. Harriman, president of the Boston chamber of commerce and a member of the metropolitan planning commission; Representative Charles S. Sullivan, Jr., of Charlestown; Thomas H. Blodreau, legislative counsel for the city of Boston, the latter representing Mayor Curley, and Chariman Frederick H. Fay of the city of Boston planning board.

HOST ATTENDS FR. GASSON RITES

Noted Educators and Prelates in Throng Filling Church

BURIAL AT HOLY CROSS COLLEGE

Educators of nearly every denomination, prominent men and women and prelates and priests of various orders attended the services for the Very Rev. Thomas I. Gasson, S. J., a former president of Boston College, yesterday in the Church of the Immaculate Conception, Harrison avenue and East Concord street, where Fr. Gasson presided for many years. The edifice was filled to capacity and hundreds were forced to pray in the lower church.

Requiem mass was celebrated by the Very Rev. James M. Kilroy, S. J., New England provincial of the Jesuit order. Besides nuns from various communities in greater Boston and priests from all over the archdiocese, there were present:

The Rt. Rev. John B. Peterson, auxiliary bishop of Boston; the Rt. Rev. Mgr. Richard J. Habertin, D. D., I. P. P., vicar-general of the archdiocese of Boston; the Rev. Frank A. Burke, chancellor of the archdiocese and secretary to Cardinal O'Connell; the Rt. Rev. Mgr. Joseph F. McGlinchey, D. D., dean of the Essex county clergy and permanent rector of St. Mary's, Lynn; the Rt. Rev. Mgr. Patrick Supple, D. D., rector of the St. John's, Roxbury; the Rev. O'Leary, C. S. S. R., of the Mission Church, heads of the various religious orders in this and other cities of the commonwealth; the Rev. Dr. Neil A. Cronin, administrator of the Cathedral of the Holy Cross.

The Very Rev. William A. Hingston, S. J., provincial of the Canadian province; the Very Rev. Erle Bartlett, S. J., president of Loyola College, Montreal; the Very Rev. James H. Dolan, S. J., president of Boston College and the faculty of that institution; the Rev. Edward P. Tivnan, S. J., rector of Weston College and Jesuits attached to that institution; the Rev. James McCormick, S. J., president of Boston College high school; the Rev. Charles P. Gisler, S. J., rector of Holy Trinity Church, Shawmut avenue, as well as Jesuits from Shadowbrook, Lenox, and from other Jesuit communities in this and other states, represented the society.

MAYOR CURLEY PRESENT

The Very Rev. Charles W. Lyons, S. J., a former president of Boston College, came on from Georgetown College, Washington, where he is now stationed.

Among the prominent people present were Mayor Curley, former City Collector McMorro, Judge Devlin, Maj. William A. Sampson, Dr. Dowling, superintendent of the Boston City Hospital; James H. Carney, Charles Birmingham, president of the Boston College Alumni Association, and James J. Mahar, former president of the Young Men's Catholic Association.

The ushers included Francis X. Blackwell, Henry Blackwell, sexton of the church; Joseph Bossi, a nephew of Fr. Gasson; Richard E. Woods and O. F. Hayes.

TERCENTENARY PROGRAM OPENS THIS MORNING

Governor's Message Calls Attention to Founding Of Free Government

MAYOR PROCLAIMS THE OBSERVANCE

Schools, Commerce Chambers, Societies Throughout State to Participate

Today is "Charter Day" in the Massachusetts Bay tercentenary program, the first date of general historical significance that is especially related to the 300th anniversary and hence considered by the authorities the beginning of the tercentenary celebration.

It is recognized by Gov. Allen, who has issued a special message calling the attention of all the people to the occasion and its meaning. It is also officially taken notice of by the city of Boston, through a proclamation by Mayor Curley, by the display of flags, bell ringing, the playing of chimes exercises in the schools and general manifestations of jubilation.

The Governor's message, which terms the charter as the "founding of free government on this continent" is as follows:

On the fourth day of March in the year 1629, a charter granted by King Charles I of England to the Governor and Company of Massachusetts Bay in New England, "passed the seals" as it is written in the ancient formal records, and became the frame of government for a new state. It is fitting that the people of our commonwealth, in grateful recognition of the inheritance of political liberty secured by the muniments of constitutional law, should on this day of commemoration pause in the activities of our ordinary duties and vocations to reflect upon the significance of that portentous event in the history of Massachusetts and of the nation.

HELD TO CHARTER

Here, for the first time in the history of the American colonies, a chartered and competent government was actually established within the territory of its jurisdiction and authority. Here, under the provisions of this historic charter,

by authority of the Governor, John Winthrop, and of the assistants assembled in the General Court, was created, in all essentials, an independent government of free men. For nearly a century and a half, as colony and province of the Massachusetts Bay, our ancestors held steadfastly to their charter and their constitutional rights. Through the transitions of the vicissitudes of the war for independence,

subject colonists became self-governing citizens, and a King gave place to a sovereign state.

In this tercentenary year of the founding of free government on this continent, it is appropriate that our people should make fitting recognition of the anniversary of this event because of its profound influence upon the history of the American republic.

MAYOR'S PROCLAMATION

In taking cognizance of the day Mayor Curley issued this proclamation:

It is fitting in this tercentenary year that patriotic citizens observe this day as one of the important days and all are urgently requested to recognize this significant anniversary by the display of the national and city flags and by the ringing of bells and chimes.

This simple observance has been deemed the most impressive method of focusing public attention upon the serious and spiritual aspects of the general celebrations that will be observed throughout the year.

In connection with today's anniversary, Frederic Winthrop of 299 Berkeley street, a lineal descendant of Gov. John Winthrop, in company with J. Philip O'Connell, director of public celebrations, will place a wreath on the John Winthrop statue at Berkeley and Marlboro streets at 10 o'clock.

The tercentenary conference of city and town committees, of which Prof. Joseph H. Beale is president, proposed several months ago that all the local committees in communities throughout Massachusetts should commemorate Charter day in a simple but forceful and public manner. The plan was for bells of churches and public buildings to ring for 10 to 15 minutes at noon, chimes to play historical, patriotic and joyful music, and flags to be flown; for schools to call attention to the day in schoolroom or assembly exercises; for service clubs holding lunches today to note the anniversary; for historical societies, chambers of commerce and other business groups to take note of the day and its significance from their several points of view.

Annual Assault on Highway Fund Seems Repulsed

Bills of Mayor Curley and Others Find Autoists and Taxicab Men Opposed

There appears to be no more chance this year than in former years for a diversion of a portion of the highway fund to cities and towns for improvement of roads. Today, the joint Committee on Ways and Means listened to numerous speakers for and against the bills which seek to relieve municipal burdens, and gave evidence by their questioning that they consider the present policy sound. Recorded against the new plan were numerous automobile clubs and two large taxicab companies of Boston.

There were four principal speakers in behalf of the bills. Thomas H. Bilodeau, legislative council for the city of Boston; T. W. Prince, city solicitor of Brockton; Joseph Martin of Boston and Frank A. Goodwin, chairman of the Finance Commission. One of the bills was filed at the request of Mayor Curley, calling for a division of one-half of the highway fund in behalf of cities and towns in the metropolitan district. The mayor was not present, but Mr. Bilodeau, speaking for him, declared that he thought the mayor would be satisfied with one-half of the fund as a starter. He said every city and town in the district needed money to construct roads, and in Boston more than \$100,000,000 could be spent.

Mr. Bilodeau's argument was largely based on the assertion that nearly 40 per cent of the motorists in the district rarely drive outside for business or pleasure, and yet they are forced to drive over bumpy roads while gasoline money to which they contribute is being used to build roads in the Berkshires.

When Senator Clarence P. Kidder, chairman of the committee, remarked that there were 400 miles of State roads that need rebuilding and asked if the mayor's bill would not cripple the State highway fund, Mr. Bilodeau then announced that he would take 10 per cent. He also argued for the mayor's bill which would give the city of Boston the fines imposed in Suffolk for automobile violations.

City Solicitor Prince of Brockton remarked that he had been ordered to appear in favor of a similar bill by the Brockton city council. The percentage of the highway fund, the Brockton council wished to have turned back to the cities was not specified, he said. "We have had an epidemic of orders in the Brockton city council this year directing us to present petitions to the General Court," he added.

Former Representative Martin's bill, which was similar in principle, also contained a provision which would reduce the fee for renewals of licenses from \$2 to \$1. The present rate is exorbitant, he averred. When the gasoline-tax bill was first enacted, he stated, the public works department said that it required an annual revenue of \$13,000,000 for State highway construction. Since then the revenue has increased to \$16,000,000 and

was expanding at the rate of a million dollars a year. Therefore, he said, the highway department could afford to lighten the burden upon the autoist.

Frank A. Goodwin also objected to the way the State highway fund is expended. He cited figures to show that the cities paid an overwhelming proportion of the State automobile taxes, but received only a negligible percentage of this revenue for roads in their own localities.

"My contention is that a more equitable distribution of the State highway fund is desirable," he concluded. "The cities are now paying a large part of the cost of purely town roads. Yet the towns insist that the motorist in the cities pay higher insurance rates than they do."

Frank E. Lyman, State highway commissioner, replied to Mr. Goodwin by pointing out that Boston was not inclined to have State roads constructed within its limits, because of the provision in the highway fund law requiring towns to meet one-quarter of the cost. He defended the practice of his department in concentrating on road building in rural districts on the ground that every through highway built brought more people within reach of Boston.

Sidney S. Vonloescke, of the Automobile Legal Association, said that while the Highway Department was contented with \$13,000,000 a few years ago, it appreciated now that a more comprehensive building program was necessary. He objected to any legislation that would tend to raise the total of fines imposed on motorists.

Day Baker of the Massachusetts Motor Vehicle Association and the Boston Garage Owners' Association predicted that a diversion of State highway revenue would lead to a three-cent gasoline tax, an increase much to be deplored.

Similar arguments were advanced by Russell A. Harmon, representing the Bancroft Automobile Club; H. S. Stoddard of the Boston Automobile Club; Herbert A. Reinhardt of the Motor Truck Club of Massachusetts; John Rockett of the Town Taxi Cab Company, and Frank Sawyer of the Checker Company were in opposition.

Establishment of a State reserve fund for the purpose of employing citizens on public works in times of business depression was advocated by Representative Edward J. Kelley of Worcester. He suggested that the Commonwealth set aside \$4,000,000 or \$5,000,000 each year to build up this fund.

Senator Kidder, chairman of the committee, asked the petitioner where the money was to come from, and learned that Mr. Kelley was willing to raise taxes if necessary. Representative Thomas J. Lane of Lawrence was in favor of the bill.

A bill which would enable the State to issue \$5,000,000 worth of bonds for construction the new road from Boston to Worcester was given leave to withdraw with the consent of the petitioner, Russell A. Harmon of the Bancroft Automobile Club.

Commemorate Boston Massacre and Crispus Attacks

Exercises commemorating the one hundredth and sixtieth anniversary of the Boston Massacre and the death of Crispus Attucks, the negro, who was the first person to die in the Revolutionary War, will be held tomorrow. In addition to city and State organizations, the National Equal Rights League and Race Congress, as well as several patriotic societies will take part in the exercises. All city and State buildings will fly their flags at half staff during the day.

At 10.45 A. M., Carney Circle, Ladies of the G. A. R., will hold exercises at State and Exchange streets, the scene of the massacre. Pat Toy Post, Veterans of Foreign Wars, will commemorate the anniversary at 11.15 o'clock in the Granary Burying Ground, while at 11.45, at the Declaration of Independence tablet on the Common opposite Temple place, descendants of early New England negroes will meet.

Mayor Curley, Governor Allen and other officials will attend the exercises at the monument on the Common at 12.15 P. M., where A. G. Wolff, president of the National Equal Rights League, will preside.

A meeting will be held in Ruggles Hall, Roxbury, at 8 P. M., under the auspices of the league. Dr. W. O. Taylor will preside, and among the speakers will be Benjamin H. Washington, Edward Wilson, president of the Community Forum; Cyril F. Butler and Dr. Alice McKane.

Captain Lydon Is Honored at Dinner

More than five hundred friends honored Captain John J. Lydon, commissioner of Soldiers' Relief, at a testimonial dinner in the grand ballroom of the Elks Hotel last night. Prior to the dinner General Edward L. Logan spoke briefly. Captain Lydon was presented with a gold wrist watch. Members of the Lydon family were present.

Among those at the head table were: Rev. Boucher of Lawrence, who served with Captain Lydon in France; Rev. Richard J. Burke, curate of St. Augustine's Church, South Boston; District Attorney William J. Foley; Mrs. Colin H. McDonald, city election commissioner; Colonel Thomas Foley, chief of police of Worcester; Lieutenant Colonel William J. Blake, head of the Veterans' Bureau of Boston; Department Commander James H. Webb, G. A. R.; Department Commander Max Singer, F. V. W.; Mathew Boyle, senior vice department commander of the American Legion; Timothy W. Kelly, former department commander of the Spanish War Veterans; Commander Eugene Lally of Perkins Post, South Boston; Representative John J. Reardon of South Boston; Representative William P. Hickey of South Boston; Colonel Arthur W. Desmond; William G. Lynch, president of the City Council; John F. Hardy and Arthur J. Lewis.

George Daly was in charge of arrangements, assisted by former Representative Joseph D. Toomey. Among the entertainment features were songs by Miss Catherine Donovan, Miss Lillian Hennessey and John Shaughnessy, secretary to Mayor Curley.

CURLEY WIRES GRANITE PLEA

**Wants Postoffice Built of
N. E. Material—Would
Cut Unemployment**

Mayor Curley today wired all members of the Massachusetts delegation in Congress in an appeal for concerted action to influence the treasury department to use granite or brick manufactured in New England in the construction of the new federal building.

"Unemployment situation not overstated by members of the Massachusetts Legislature of both political parties yesterday," read the telegram, "when they declared that 75,000 persons were unable to secure employment in Greater Boston area. Congress can aid materially in reducing the ranks of the unemployed by stipulating that Boston postoffice be constructed of material that is either quarried in New England or manufactured in New England rather than permitting on the specious difference in cost the substitution of limestone. In the opinion of New England quarrymen the actual difference in cost between limestone and granite would not exceed \$500,000 and provided that New England granite and New England brick were used the structure could be completed within the original appropriation and at much lower cost than would result if limestone were used. The unemployment situation is serious and early and favorable action, which is possible through united efforts of Massachusetts delegation in Congress will be most helpful."

CITY WANTS PART OF GASOLINE TAX

**Would Be Used to Fix Many
"Mudholes"**

The city is entitled to a share of the income derived from the gasoline tax so that 100 "mudhole, unaccepted streets in Boston" could be repaired for the use of Greater Boston motorists who never travel in outlying districts in the state.

The statement was made before the committee on ways and means at the State House today at hearings on a number of bills seeking to have cities and towns share in the gasoline tax funds by Thomas H. Bilodeau, legislative counsel for the city, who appeared for a petition filed by Mayor Curley.

Although Curley's bill calls for a 50 per cent. return to the city from the funds derived through the sale of gasoline, Bilodeau said 10 percent. would be satisfactory.

Favoring the proposed legislation were representatives of cities and towns. Opposing were members of automobile clubs and representatives of taxi companies. Bilodeau also spoke in favor of a bill which would return to the city all money paid out in automobile violation fines.

CURLEY SEES BIGGER BOSTON

**Mayor Lauds Chamber of
Commerce—Urges All
to Join**

In an address to members of the membership drive committee of the chamber of commerce in the main dining room of the organization today, Mayor Curley predicted a greater Boston which would include all the smaller communities and that Boston would soon again regain her position among the first cities.

He pointed out that Boston has in late years slumped to ninth place. To some extent he laid this to the fact that the chamber had only 5000 members.

He lauded the chamber of commerce, saying that "every important improvement or enterprise in the last four years was fathered by the chamber."

"When the chamber of commerce ceases the community will die. Some such an organization, whether under this name or another, is essential to stimulate business."

Curley said that out of the fund of \$100,000 he was attempting to raise more than \$50,000 would be used for "printer's ink" in advertising Boston. He urged, "Let's change from being political minded to being industrial and commercial minded."

He concluded his address by urging that every man interested in business become a member of the chamber.

The first speaker at the luncheon was Fred S. Snyder, past president of the organization. J. Weston Allen, chairman of the drive committee, was the master of ceremonies. The head table was occupied by past presidents of the chamber.

CURLEY URGES N. E. PRODUCTS

**Would Aid Unemployment
by New Postoffice Job**

Mayor Curley, despite discouraging reports from Washington, is continuing his effort to have the Federal Government aid unemployment in New England by stipulating that the material used in the new Boston Postoffice be quarried or manufactured in New England.

He sent the following telegram today to all members of the Massachusetts delegation in the Senate and House at Washington:

"The unemployment situation was not overstated by members of Massachusetts Legislature, representing both political parties, yesterday, when they declared that 75,000 persons were unable to secure employment in the Greater Boston area. Congress can aid materially in reducing the ranks of the unemployed by stipulating that the Boston Postoffice be constructed of material that is either quarried in New England or manufactured in New England, rather than permitting, on the specious plea of difference in cost, the substitution of limestone.

"In the opinion of New England granite quarrymen, the actual difference in cost between limestone and granite would not exceed \$500 and, provided that New England granite and New England brick were used, the structure could be completed within the original appropriation and at much lower cost than would result if limestone were used.

"The unemployment situation is serious and early and favorable action, which is possible through united efforts of the Massachusetts delegation in Congress, will be most helpful."

GLOBE 3/4/30 PM

CONTRACTS FOR TABLETS. MARKING SITES APPROVED

Mayor Curley today announced that he had approved contracts for suitable tablets to mark the site of the Hutchinson, Sr House on Garden st, Brattle Street Church, Paul Revere Shop, First Meeting House, Dorchester; Governor Leverett's home at Washington and Court sts, North Battery and the Cambridge Street Church at Lynde st.

The average cost of the tablets and erection under the auspices of the commission for marking historical sites is about \$300 each. They will be erected within 10 days.

STATE AND CITY OFFICIALS AT FUNERAL OF P. J. LONG

The funeral of Patrick J. Long, for many years a resident of Charlestown, long active in fraternal circles and for the past few years a resident of Dorchester, took place this morning. Preceded by the honorary bearers, comprising a delegation of 40 men, representing Bunker Hill Council, K. of C.; Irish National Foresters, Knights of St. Finbar, Division 37, A. O. H.; the Fallsdale Club and Boston Lodge of

Elks, the cortege proceeded from the home, 14 Clematis st, to St. Mark's Church, Dorchester av.

Solemn requiem mass was celebrated by Rev. Patrick Lydon, assisted by Rev. Francis V. Cummings, as deacon, and Rev. Augustus C. Dalton, as sub-deacon.

The church was thronged. State and city officials included Election Commissioner Charles L. Bogan, representing Mayor Curley; Dist. Atty. William J. Foley, Sheriff John A. Keliher, Governor's Councilor James F. Powers, Deputy Sheriffs James P. Kelliher, James Morris and Thomas F. Donovan, Ex-City Treas. James J. Curley, Col. Thomas F. Sullivan, Ex-Alderman Philip Koen of Somerville, Ex-Senator James H. Brennan, Deputy Assessor James J. Phelan, John J. Keenan, secretary of the Charitable Irish Society; John Joseph Ryan, James A. Desmond of the high finance committee of the M. C. O. F.; Patrick J. Hanlon, William J. Shea of the Boston American and John H. B. Coyne of the Boston Globe.

The active bearers were Daniel P. Donovan, John J. Austin, David O'Leary, Matthew Donovan, Daniel F. McCarthy, Florence McCarthy, Joseph Creed and Cornelius Cadigan.

Honors Famed Ancestor



Photo shows Chairman of Decorations J. Philip O'Connell of City Hall with Frederic Winthrop, a descendant of Gov. Winthrop, who brought the Massachusetts Bay charter to Boston, and who was the Bay Colony's first governor. Winthrop is placing a wreath on the statue of his famous ancestor at Marlborough and Berkeley streets. (Staff photo).

Allen, Curley Do Their Stint

Governor Allen has done his stint in the Chamber of Commerce drive for new members. He has signed up Leverett Saltonstall, Speaker of the House, and W. A. L. Bazeley, chairman of the Commission on Conservation.

One year hence a membership in the Boston Chamber of Commerce will be at a premium, was the prediction of Mayor James M. Curley today, speaking at the first luncheon of the chamber's membership drive.

The luncheon, which was held in the main dining room of the Chamber of Commerce Building, was presided over by J. Weston Allen, chairman of the drive, who announced that the total of new members is 302, an increase of 89 over yesterday's total of 213. In announcing the new total, Mr. Allen referred to yesterday's meeting as a "practice one," and predicted that by the end of the week the quota of 1000 new members will be passed.

In opening his address Mayor Curley amended his suggestion that the Republican party adopt the slogan "Bread—Butter—Beer" by changing it to "Brookhart—Borah—Booze—Bread." Referring to his program to spend \$100,000 yearly, Mayor Curley declared that \$50,000 of it will be spent each year in "printer's ink." "We are going to tell the world what Boston has to offer, commercially, industrially and civically," he said.

"Just ten days ago the city of Baltimore outstripped us in standing. At our present pace we will be at the bottom of the list. We have failed to tell the world what Boston has and can do. What we need is a chamber of commerce, not of 5000 members as it is now, but a chamber of 1000 men."

The mayor declared that he is determined to see Boston progress, brought to the attention of the members the fact that today he signed a bill for \$250,000 for the improvement of the Boston Airport.

"The Chamber of Commerce fulfills a vital place in the city's life. It is an unselfish organization and works for every man, woman and child in this city. It is especially prominent during this period of depression which we are now experiencing. We are in a dangerous situation. These demonstrations throughout the country of unemployed are to be seriously regarded. So I appeal to every member to his utmost and work unselfishly towards the promotion of a better Boston."

Frederic S. Snyder, former president of the Chamber, spoke before Mayor Curley and pointed out the necessity of obtaining a larger membership and increased funds. He spoke of the work accomplished in the past and expressed the hope that the coming years would see greater activity on the part of the organization.

WOULD FAVOR RATE CUT TO 10 PER CENT

Says Every City and Town in
the Metropolitan District
Needs New Roads

Thomas H. Bilodeau, legislative agent for Boston, today urged the acceptance of Mayor Curley's bill for the apportioning of a part of the funds received from the gasoline tax to the municipalities for highway construction.

Speaking before the legislative committee on ways and means, Bilodeau explained that while the mayor's bill called for 50 per cent of the tax, he would be satisfied if the legislature amended the bill to 10 per cent.

He argued that every city and town in the metropolitan area needs money to construct roads in districts recently developed. In Boston alone, he said, there are 100 unaccepted streets in outlying sections, which are nothing but mud holes.

NEED NEW ROADS

Nearly 40 per cent of the motorists in the Metropolitan district, he estimated, rarely drive outside the district. Yet, he pointed out, they have to drive over bumpy roads while the money they pay to the State in gasoline taxes is used to build roads in the Berkshires and in other distant counties.

Bilodeau also favored another of the mayor's bills to give Boston the money now secured by the State from fines inflicted for motor vehicle violations.

City Solicitor T. W. Prince of Brockton and former Representative Joseph Martin of Marblehead favored the gasoline tax split-up idea.

Martin also said the fee for renewals of automobile licenses should be reduced from \$2 to \$1. When the gas tax bill was first enacted, he said, the public works department estimated that it required an annual revenue of \$13,000,000 for State highway construction. Since then, he said, the revenue has increased to \$16,000,000 and is further expanding at the rate of \$1,000,000 a year. The burden on the autoist, he felt, could well afford to be lightened.

GOODWIN OBJECTS

Frank A. Goodwin, chairman of the Boston Finance Commission, objected to the way the highway fund is being expended. Cities, he

said, pay an overwhelming portion of the State automobile taxes and revenue but a negligible percentage of the revenue for roads in their own localities.

The cities, he argued, are paying a large part of the cost of purely town roads, yet the town insists that the motorists in the city pay higher insurance rates than they do.

State Highway Commissioner Frank E. Lyman, replying to Goodwin, said that Boston was not inclined to have State roads constructed within its limits because of the provision in the highway fund law requiring towns to meet one-quarter of the cost.

MAYOR ORDERS 7 MARKERS

Immediate work on seven markers for historical sites in Boston was ordered today by Mayor Curley, so that they may be ready for the tercentenary exercises in June.

They will mark the site of the old Brattle St. church, the church at the corner of Cambridge and Linde sts., the site of the mansion house of Thomas Hutchinson, Sr., on Garden ct., North End; Battery wharf; the residence of Governor Leverett at Washington and Court sts.; the First Meeting House in Dorchester and No. 173 Washington st., site of the silversmith shop of Paul Revere.

Each marker will cost \$300.

TRANSCRIPT 3/4/30

More Markings of Historical Sites

Seven more historical sites were ordered marked by Mayor Curley today, each with a bronze tablet that will cost \$300. They include the site of the old Brattle Street Church, in Brattle square, which was erected in 1629 and rebuilt in 1772; the church at Cambridge and Lynde street, erected in 1737 and used as a barracks by British troops during the siege of Boston and from which the steeple was removed to prevent patriots from signalling to the camp in Cambridge; the site of the mansion house of Thomas Hutchinson, Jr., on Garden Court street, North End, erected in 1710, and the residence of his son, Lieutenant Governor Thomas Hutchinson; 379 Commercial street, Battery Wharf, the site of the North Battery at Merry's Point; the site of the residence of Governor Leverett at Washington and Court streets; the First Meeting House in Dorchester; 173 Washington street, the site of the silversmith shop of Paul Revere.

More Delay Over the Ferry Tolls

Councilor Robert Gardiner Wilson, Jr., again blocked action on reduction of the East Boston ferry tolls as advocated by Mayor Curley, at yesterday's meeting of the City Council, after a majority had voted for a second time to support the mayor. It was after some of the supporters of the project had left the chamber that Mr. Wilson offered a motion for reconsideration, postponing final action until next Monday. The vote was nine to eight, with five members out of the chamber.

Appealing for the construction of streets in the newly developed residential district of West Roxbury, Councilor Joseph P. Cox submerged his colleagues with fifty orders and the promise of introducing forty more at the next meeting. All were passed with a unanimous vote. He insisted that there were 138 West Roxbury streets which should be built and accepted by the city and that he wanted the first of them done this year.

Endorsement of Mayor Curley's program for the expansion of Boston commercially and industrially, as outlined at his Chamber of Commerce dinner last week, was recorded by the City Council in adopting a resolution to this effect, introduced by Councilor Joseph McGrath of Dorchester.

Purchase of land and the erection of a police garage at a cost of \$10,000 at the City Point station was recommended by Councilor Michael J. Mahoney of South Boston, in a loan order which was referred to the Finance Committee.

Improvements at the East Boston airport, including the addition of forty acres to the present flying field, and the installation of flood lights, were approved by the full Council in adopting the \$250,000 loan order recommended by Mayor Curley.

"Log-rolling" tactics were dropped by the City Council when fourteen members fighting for the two branch libraries which will be built this year voted after an hour's debate to approve Mayor Curley's \$200,000 loan order and leave the selection of sites to the library trustees.

Renews Appeal on Post Office Work

Mayor Curley today sent another telegram to the Massachusetts delegation in Congress urging that the Boston post office be constructed of material that is either manufactured or quarried in New England, as an aid to the unemployment situation.

"Unemployment situation was not overstated by members of the Massachusetts Legislature representing both political parties yesterday when they declared that 75,000 persons were unable to secure employment in the Greater Boston area," the mayor said. "Congress can aid materially in reducing the ranks of the unemployed by stipulating that the Boston post office be constructed of material that is either quarried in New England or manufactured in New England, rather than permitting, on the specious plea of difference in cost, the substitution of limestone."

GLOBE 3/4/30 AM

POST 3/4/30

CHARTER OBSERVANCE STATE-WIDE TODAY

Chimes, Bells to Sound,
Flags Will Fly

301st Anniversary of Grant to
Massachusetts Bay Colony

Fitting recognition by the citizens today of the 301st anniversary of the granting of the Massachusetts Bay charter by King Charles I of England is urged in a proclamation issued last night by Gov. Allen.

Mayor Curley in another proclamation asked the people of Boston to recognize the anniversary by displaying the national and city flags and by the ringing of bells and chimes.

"On the fourth day of March in the year 1629, a charter granted by King Charles I of England to the Governor and Company of Massachusetts Bay in New England, 'passed the seals' as it is written in the ancient formal records, and became the frame of government for a new State," the Governor says. "It is fitting that the people of our Commonwealth, in grateful recognition of the inheritance of political liberty secured by the muniments of constitutional law, should on this day of commemoration pause in the activities of our ordinary duties and vocations to reflect upon the significance of that portentous event in the history of Massachusetts and of the Nation.

"Here, for the first time in the history of the American Colonies, a chartered and competent government was actually established within the terri-

men, for nearly a century and a half, as colony and province of the Massachusetts Bay, our ancestors held steadfastly to their charter and their constitutional rights. Through the transitions of the victories of the War of Independence, subject Colonists became self-governing citizens, and a King gave place to a sovereign State.

"In this, the tercentenary year of the founding of free government on this continent, it is appropriate that our people should make fitting recognition of the anniversary of this event because of its profound influence upon the history of the American Republic."

Boston's Observance

"It is fitting in this Tercentenary year," said Mayor Curley in his proclamation, "that patriotic citizens observe this day as one of the important days, and all are urgently requested to recognize this significant anniversary by the display of the national and city flags, and by the ringing of bells and chimes. This simple observance has been deemed the most impressive method of focusing public attention upon the serious and spiritual aspects of the general celebrations that will be observed throughout the year."

A wreath will be placed on the John Winthrop statue, Marlboro and Berkeley sts, this morning at 10 o'clock by Frederic Winthrop, 299 Berkeley st, a lineal descendant of Gov John Winthrop. J. Philip O'Connell, representative of Mayor Curley, will assist.

Display of Charter

Secretary of State Frederic W. Cook has arranged that the original charter, mess groups to take note of the day and its significance from their several points of view.

Throughout the State today, "Charter Day" will be taken note of as it never was before. The Arlington Chamber of Commerce will have a dinner with addresses jointly with the local Tercentenary Committee this evening in the Town Hall. The Brockton Kiwanis Club this noon, Winthrop School exercises this afternoon and public meeting this evening, Quincy placing of an Adams Tablet this afternoon, Newburyport proclamation by the Mayor, Springfield Chamber of Commerce dinner this evening, Burlington Puritan supper and essay awards with colonial music; Northfield Seminary and school exercises and historical society meeting in the evening, are samples of local observances.

Reports received yesterday at the headquarters of the Conference at 9 Park st, indicated that not less than 25 cities and towns would have public bells rung or chimes playing this noon, from the Berkshires through the Connecticut Valley and Worcester County, on the Cape, in Essex County and about Boston.

This evening, the Society of Founders and Patriots of America will hold a Charter Day session with formal banquet at the Parker House in Boston. This evening, the local Dorchester committee will present an original Tercentenary program in one of the local theatres (Strand, Uphams Corner) taking the place of a feature film, and showing by costumed tableaux, danced minuet and a telling of the story of the day, an interesting as well as appropriate appreciation of the anniversary.

NEW DELAY FOR FERRY TOLLS CUT

Exercising every swift artifice of parliamentary practice, Councillor Robert Gardiner Wilson, Jr., of Dorchester, again, yesterday, blocked the reduction in the East Boston ferry tolls recommended by Mayor Curley even after a majority of the Council voted for a second time to support the Mayor.

VOTE OF 13 TO 8

In the first split in the Council since the opening of the new administration, Councillor Timothy F. Donovan of East Boston led his colleagues to a vote of 13 to 8, defeating the amendment proposed by Councillor Wilson who sought to restrict the cut in fares to a period of only two years, in which time, it was estimated, the East Boston tunnel or bridge would be completed.

Aiding his East Boston colleague, Councillor John F. Dowd of Roxbury insisted that no restrictions should be placed on the Mayor's order, claiming that the new tolls which became effective last Jan. 1 under order of former Mayor Nichols and the old Council, were "unjust and unfair." He declared that it was impossible for members of the Council, not being engineers, to say how long it would take to build the tunnel.

Joining Wilson in blocking the measure were Councillors Arnold, Cox, Gleason, Kelly, President Lynch, Mahoney, and Murray, who were defeated both in the motion to amend the order and the motion to lay it on the table for another week.

But after some of the supporters of the project had left the chamber, considering the session ended, Councillor Wilson offered a motion for reconsideration, postponing the final action until next Monday. In this he was successful, for Councillor Bush joined him, making the vote 9 to 8, with five members out of the chamber.

Sharp Practice Charged, Denied

Councillor Donovan charged his Dorchester colleague with "sharp" practice in "slipping" his motion "over" after a number of members had left the room, but Councillor Wilson retorted that they were being paid an official salary of \$1500 a year to spend an afternoon each week and that it was their duty to remain until adjournment.

Pressed by Councillor Donovan for his reason for demanding reconsideration next week, Councillor Wilson declared that in the ensuing days, the transit commissioners could be called to inform the Council as to the time that will be required to complete the proposed bridge or tunnel to East Boston.

It was generally conceded after the meeting that Mayor Curley's request for a 50 per cent reduction in the tolls, which were boosted over 100 per cent on Jan. 1, will become effective with the approval of the Council on April 1.



FOR 1930

Boston Tercentenary Committee Seal

tory of its jurisdiction and authority. Here, under the provisions of this historic charter, by authority of the Governor, John Winthrop, and of the assistants assembled in the General Court, was created, in all essentials, an independent government of free

COUNCIL APPROVES FERRY TOLLS' CUT

Passes and Then Votes for
Reconsideration

Councillor Cox Keeps Fighting for
Accepted Streets

Mayor Curley's schedule of reduced tolls on the East Boston ferry, which provided for decreases of from 50 to 70 percent from the schedule which has been in effect since Jan 1, was approved by a vote of 13 to 9 in City Council yesterday, but later was the subject of reconsideration.

Councillor Gardiner Wilson Jr. who has waged a campaign to limit the operation of the reduced tolls to the two years succeeding April 1, scored a temporary victory. Following the 13-to-9 vote approving the schedule, some of the members left the chamber, and with 17 members present Councillor Wilson succeeded in securing reconsideration and the postponement of further action until next Monday.

The Councillor stoutly maintained that he has been a consistent advocate for the past four years of a schedule of tolls which would materially reduce the annual operating deficit of \$750,000, and he offered his amendment limiting it to two years because he had been informed by Councillor Donovan that a tunnel or bridge project should be nearing completion by April 1, 1932.

Receives Support

The Wilson movement was supported by Councillors Arnold, Cox, Gleason, Kelly, Lynch, Mahoney and Murray in the rollcalls on the ferry issue, and on the move to reconsider the group was joined by Councillor Bush.

Councillor Donovan of East Boston accused Councillor Wilson of sham

practice in taking advantage of the absence of members, and added that the tolls issue has been discussed for five years. Mr Wilson denied the allegation and said that within a week it may be possible to learn something about the proposed bridge or tunnel time of completion.

Mayor Curley's loan order for \$200,000 for branch libraries brought forth "log-rolling tactics" comment by Councillor McGrath of Dorchester. Of the Councillors 14 seek branch libraries. The library trustees declare that 13 are needed right away, and the program calls for two a year.

Although it appeared that the Council was without positive information regarding the places where the two branch libraries under the appropriation would be established, yet it is believed that East Boston will get one of them, while the Mission Hill District of Roxbury will get the other.

The Roxbury location, it is said, is on city-owned land, and land speculators will have no opportunities. Concerning the East Boston section, it is said the need is greater there than any other part of the city. Councillor McGrath advised his fellow members to leave it to the trustees of the Public Library to determine where the libraries shall be established.

Order Favored

It was voted, 21 to 1, to pass the order. Councillor Peter Murray of the Jamaica Plain-Forest Hills district was the one man to stick to his guns. He insisted that Forest Hills for 35 years had been promised a branch library, but is yet to obtain it.

He favored a program of branch libraries, but said that he had been unable to learn anything about where they would be established and wanted more information for his constituents.

Councillor Joseph P. Cox of West Roxbury brought forth smiles and a bit of joking which he took good naturedly while he made steady progress for the 138 unaccepted streets in his district. He dropped a barrage of 50 orders calling for that number of unaccepted streets to be built and accepted by the city.

The number staggered the council, but he replied he would be back in meeting next Monday with orders for

the remainder of the 138 streets. He called attention to the fact that there is a tax valuation of \$43,000,000 in his district and that the district showed an increased valuation of \$8,000,000 in the last four years. His orders for the 50 streets were passed unanimously.

Councillor Joseph McGrath of Dorchester introduced a resolution endorsing Mayor Curley's program for the expansion of Boston commercially and industrially as outlined by the Mayor at his Chamber of Commerce dinner last week. The council went on record as favoring.

Recommended by Councillor Michael J. Mahoney of South Boston, a loan order for the purchase of land and erection of a police garage at a cost of \$10,000 was referred to the finance committee.

The \$250,000 loan order recommended by Mayor Curley for improvements at the East Boston airport, increased lighting and the addition of 40 acres of land was adopted by the full council.

CITY HONORS MEMORY OF CRISPUS ATTUCKS

Flags on city buildings will be half-staffed tomorrow in memory of Crispus Attucks and others who died in the Boston Massacre. Mayor Curley yesterday instructed John P. Englert, superintendent of buildings, regarding the flags.

Post 3/4/36

FOR \$200,000 BIG CITY JOBS

Council Approves Branch Libraries Loan Order

"Log-rolling" tactics were dropped by the City Council yesterday when 14 members fighting for the two branch libraries which will be built this year voted after an hour's debate to approve Mayor Curley's \$200,000 loan order and leave the selection of sites to the library trustees.

As the measure was adopted by a vote of 21 to 1, only Councillor Peter A. Murray of the Mayor's home ward in Jamaica Plain stood out against the passage of the necessary loan order until informed as to the two districts which would be given the new library branches. He declared that Forest Hills had been promised a branch for the past 35 years and that the people had a right to know when they were going to get it before he would vote for the \$200,000 loan order.

Councillor Murray had many supporters when the order was brought up, for the committee on finance had reported it out "ought not to pass without prejudice," explaining that word was being awaited from the trustees to determine the locations.

But Councillor McGrath of Dorchester warned his colleagues against log-rolling which would delay the \$200,000 building programme planned by the Mayor to give work to the unemployed.

The \$200,000 will be available on March 14, at which time work will be started on plans for the construction of the first two branches. The first will be erected at Parker Hill, Roxbury, next to the Mission Church.

It is very probable that the second branch library will be placed in East Boston.

SCHOOL BD. NOT TO ASK MORE FUNDS

Appropriates \$100,000
for Improvement of
School Yards

When the question came up before the school committee last night regarding the appointment of a group of temporary teachers, it was voted that national conditions are such that the committee does not feel warranted in going before the Legislature

for money for this purpose.

NO OFFICIAL STATEMENT

This was taken to indicate that the school committee would shortly pass unfavorably on the question of appealing to the Legislature for sufficient additional funds to grant the school teachers a salary increase. Chairman Joseph J. Hurley declared that this question, however, is still under advisement by the school committee. No official statement was forthcoming from the committee.

For improving, among other things, the school yards throughout the city the school committee voted to pass an appropriation of \$100,000 to be expended during the current year. This appropriation was passed upon favorably by School Building Commissioner Richard J. Lane, the city auditor and corporation counsel, it was announced by the committee. It is to provide also for the cost of alterations and repairs of school buildings, for furniture, fixtures and means of escape in case of fire and for fire protection for existing buildings.

The school committee voted favorably upon the recommendation to discontinue use of the Warren-Bunker Hill School in Charlestown, one of the oldest in the city, upon completion of the new Junior High School in Charlestown. The City Council voted favorably upon this a week ago.

Post 3/4/30

CHAMBER GAINS 213 MEMBERS

Enthusiasm Prevails at Luncheon in Drive for 1000---Mayor to Be Speaker Today



AT OPENING OF COMMERCE MEMBERSHIP DRIVE

Left to right, standing: Henry Whitmore, Andrew J. Peters, H. J. Harris, Joel Eastman, General Edward L. Logan and David E. Moeser. Left to right, seated: Former Attorney-General J. Weston Allen and William J. Fortune, shown at the opening of the Chamber of Commerce membership drive, which started yesterday.

Great enthusiasm prevailed at the membership drive luncheon of the Boston Chamber of Commerce yesterday afternoon when it was announced that 213 new members have already been enrolled. Seated at the tables of the main dining room were many men of business prominence who have agreed to do their best to secure 1000 new members for the chamber during an intensive drive this week.

MAYOR TO SPEAK TODAY

William J. Fortune, a well-known Boston banker, presided at the luncheon. He announced that the principal speaker today will be Mayor Curley, who will deliver a speech regarding his plans for the expansion of Boston. Mr. Fortune explained that the pres-

ent drive for membership is the greatest the Chamber has known in the past 12 or 15 years.

Carl P. Dennett, vice-president of the Chamber, after telling of the business problems which are solved by the Chamber of Commerce, gave three "reasons" why business men should join.

Major H. L. Harris of the United Fruit Company, chairman of the publicity committee, said that the average man has a personal acquaintance with an average of 100 people. To secure the desired results in the membership drive, he stated, it will be necessary for each worker to secure memberships from only 2 per cent of his friends.

Major Harris told what is being done in the way of publicity for the drive, which will continue the most of the week.

It was explained that there will be an honor roll placed on the wall of the dining room today. The numbers at the right of the members' names will indicate the number of new members secured.

Joel W. Eastman of the executive committee denied a statement he had heard made that the Chamber is a place dominated by one great corporation. He declared that the workers are

going out not only to secure the 1000 new members desired, but also on "a crusade for a greater city." Mr. Eastman urged the need of business men counseling together at this time, saying that such action is in line with the protection of the financial interests of the country.

Praises Advance Work

Former Attorney-General J. Weston Allen praised the advance work that has already been done by the organization. "The 213 members don't count," he said. "That's just practise—as far as I am concerned the drive starts today." He agreed with a previous speaker that a Chamber of Commerce is necessary and that if Boston didn't have one the business men would get together and organize one. He said that many business men in Boston now get the benefit of the work of the Chamber and declared that those business men who do not help out are "slackers."

Mr. Allen feels that not only business men, but lawyers, doctors, dentists and others should join the Chamber, as they are beneficiaries of the work of the Chamber.

The Boston News-Letter, a daily publication of the Chamber during the progress of the drive, was distributed to the members present. On page one was printed, among other things, an honor roll of workers who have already brought in two or more members.

A naval band furnished music for the luncheon yesterday.

ATTACKS TO BE HONORED

Boston Massacre Was 160 Years Ago Tomorrow

There will be an all-day observance of the 160th anniversary of the Boston Massacre and death of the first martyrs to the country led by Crispus Attucks, a colored man, tomorrow under the auspices of the National Equal Rights League and Race Congress and participated in by the city and State.

Flags will fly at half staff in honor of these heroes from State and city buildings, including the fire houses and police stations.

Exercises will begin at the scene of the massacre, State and Exchange streets, at 10:45, under Carney Circle, Ladies of G. A. R., Mrs. M. R. Jackson, presiding; the Rev. M. F. Sydes, Mrs. M. C. Simpson, Attorney J. S. R. Bourne, speakers. Miss Mary Wigglesworth, soloist. Other exercises will be:

At grave—Granary Burying Ground, 11:15, under Pat Toy Post, V. F. W., Commander Louis Caution, presiding; firing squad, Massachusetts Department Commander Max Singer and other speakers.

At Declaration of Independence tablet—Common, opposite Temple Place, 11:45, under descendants of early New England colored men. Mrs. Florida Ridley presiding; remarks by Mrs. Mary Lew Rollins, Mrs. Gertrude Cromwell and others.

At monument on the Common, 12:25, under National Equal Rights League, President A. G. Wolff, presiding; Governor Allen, Mayor Curley, Major Bagley, commander of Boston Fusiliers; William H. O'Brien, Major Myricks, commander of Ancient and Honorable Artillery; the Rev. E. E. Thompson, the Rev. D. S. Klugh, Julian D. Rainey, Esq., Cyril F. Butler, Esq., and other speakers. Mrs. Ethel G. Russell, soloist.

WILSON CATCHES COUNCIL ASLEEP

Thinks So Fast He Puts
Majority in Hole on
Ferry Tolls

ACTION ON DECREASE DEFERRED FOR WEEK

Councilman Robert Gardner Wilson, Jr., thought more rapidly than did his colleagues, yesterday, with the result that he scored an unexpected, if temporary, victory in his campaign to limit the operation of Mayor Curley's reduced East Boston ferry tolls to the two years succeeding April 1.

After the council by a roll call vote of 13 to 9 had approved the Curley toll schedule which provides for decreases of from 50 to 70 per cent. from the schedule which the city council of last year accepted at the request of Ex-Mayor Nichols, and which have been in effect since Jan. 1, Wilson caught opposing colleagues unawares and with only 17 members in the chamber succeeded in securing reconsideration and the postponement of further action until next Monday.

Immediately, councilmen who have been disinclined to engage in argument with Wilson about the effect of the ferry deficit upon the tax bills of home owners in the residential sections of the city, and who have been unable to perceive his motive, expressed the belief that the formation of the much talked of "anti-Curley bloc" in the council had been disclosed. Wilson vigorously refuted such a theory and insisted that he has been a consistent advocate for four years of a schedule of ferry tolls which would materially reduce the annual operating deficit of \$750,000.

In the roll calls on the ferry issue Councilmen Arnold, Cox, Gleason, Kelly, Lynch, Mahoney, Murray and Wilson formed the group which supported the Wilson movement to limit the operation of the reduced toll schedule to a two-year period.

Such an amendment was proposed by Wilson after he had been informed by Councilman Donovan that a tunnel or bridge project should be approaching completion by April 1, 1932.

DENIES UNFAIR PRACTICE

Councilman Dowd of Roxbury grasped the significance of the amendment and was joined by Councilman Bush in an argument that the Curley schedule should not be restricted to a specified period. The rollcall was 13 to 9 in favor of the adoption of the Curley schedule without any time limitation.

The absence of members of the majority group gave Wilson opportunity to press for reconsideration which was voted 9 to 8. On this rollcall Bush joined with the Wilson group.

The motion to defer further consideration for a week was quickly passed but not before Mr. Donovan of East Boston charged Wilson with resort to sharp practice for the purpose of placing the councilmen in a peculiar light. He accused Wilson of taking advantage of the absence of members, added that the tolls issue has been discussed

for five years, and that it was impossible for him to interpret the motive of the Dorchester representative.

Wilson denied that he was guilty of unfair practice and admonished the absent colleagues that they are paid \$1500 a year to spend an afternoon weekly in the council chamber. He explained that during the coming week it may be possible to learn when the proposed tunnel or bridge may be completed.

Wilson's colleagues refused to accept his words at their face value. They were fearful that he was whip-sawing them into a "hole" in which none wished to find himself. Wilson disclaimed any such intent and declared that he was not actuated by an ulterior motive nor by any desire to take unfair advantage of any of his colleagues. They refused to believe him. "He thinks too fast" was one comment which was made after the meeting, but Wilson claimed that his purpose is entirely sincere and in the interest of the property owners of his ward.

GLOBE 3/4/30 PM

MAY PROVIDE FIRST CIVIL SERVICE LIMIT

Bill to Allow Free Boston
Appointments Affects 30

Rules Cover 14,450 Employees of
This City, 57,500 in State

Should the Legislature pass the bill to relieve the Mayor of Boston from the necessity of getting his appointments approved by the Civil Service Commission, that body will experience a shortening of its authority for the first time in the 45 years of its existence.

Through all that time the scope of Civil Service has been steadily increasing, until 57,500 persons in public employ in Massachusetts are under Civil Service rules. The number of employees to come under Civil Service has more than doubled since 1900.

Most of the growth of the Civil Service authority has been by voluntary action of cities and towns. The removal of Boston department heads from Civil Service jurisdiction which is advocated by Mayor Curley has the approval also of the Civil Service Commission itself, which recently refused approval to some prominent Curley appointees.

By Municipalities' Vote

But if the bill to free the Boston department heads from Civil Service regulation is adopted, other employees will still be under Civil Service. The rules now govern 14,450 city employees in Boston. There are 7460 State employees under Civil Service, and in other cities and towns 35,460 persons.

Since the first Civil Service law was passed in 1884 the number of positions placed under this act has grown year by year. Originally city laborers were exempt, but within 15 years six cities had placed their labor payroll under Civil Service and now 16 cities have their labor force under those rules.

The system was not imposed upon the towns. But 52 towns have accepted

the act for some town offices. Brookline has placed its town fire and police under Civil Service, on a par with the Police and Fire Departments of cities.

Woburn and Stoneham have secured legislation similar to that which applies to Boston, subjecting the appointment of department heads to approval of the commission.

On Many Lines of Work

It took an act of the Legislature to bring Boston's department heads under Civil Service. This was enacted in 1909 and written into the city charter, at the same time that a Finance Commission appointed by the Governor was established to be a check upon the city administration.

The act bringing Boston heads of departments under Civil Service stated: "They shall be recognized experts in such work as may devolve upon the incumbents of said offices, or persons especially fitted by education, training or experience to perform the same."

In the development of its jurisdiction the Civil Service has had to prepare examinations and rules for proof readers, chauffeurs, detectives, storekeepers, cashiers, dieticians, architects, office boys and fish and game inspectors. To keep up with the expansion of its scope, the commission has increased its staff from 10 in 1900 to 61.

The bill now in the Legislature would remove from Civil Service fewer than 30 individuals, all in the higher range of Mayoral appointment.

Makeup of the Board

The present Civil Service commissioners are Elliot H. Goodwin of Cambridge, commissioner, and George H. Harlow of Boston and Patrick J. McMahon of Westfield, associate commissioners. These positions are not, in theory, full-time posts. The salaries are allotted on the basis of part-time work. The commissioner receives \$5000 and the associate commissioners \$2000 each.

Commissioner Goodwin is said to conduct his office on practically a full-time basis. The associate commissioners meet with him at least once a week to pass on appointments.

POST 3/4/30

CITY HALL NOTES

Appealing for the construction of streets in the newly developed residential district of West Roxbury, Councillor Joseph P. Cox yesterday submerged his colleagues with 50 orders and the promise of introducing 40 more at the next meeting. All were passed with a unanimous vote. He insisted that there were 138 West Roxbury streets which should be built and accepted by the city and that he wanted the first of them done this year.

Endorsement of Mayor Curley's programme for the expansion of Boston commercially and industrially, as outlined at his Chamber of Commerce dinner last week, was recorded yesterday by the City Council in adopting a resolution to this effect, introduced by Councillor Joseph McGrath of Dorchester.

Purchase of land and the erection of a police garage at a cost of \$10,000 at the City Point station was recommended yesterday by Councillor Michael J. Mahoney of South Boston, in a loan order which was referred to the finance committee.

Improvements at the East Boston airport, including the addition of 40 acres to the present flying field and the installation of flood lights, were approved by the full Council yesterday in adopting the \$250,000 loan order recommended by Mayor Curley.

GLOBE 3/5/30 AM

WREATH PLACED ON STATUE OF GOV WINTHROP BY DESCENDANT



WREATH ON GOV WINTHROP STATUE

A wreath was placed on the statue of Gov Winthrop in the First Church grounds at Berkeley and Marlboro sts, yesterday morning at 9:30 by Frederic Winthrop, a descendant of the first Massachusetts Governor.

The placing of the wreath was part

of the celebration marking the anniversary of the granting of the charter by the English King to the Massachusetts Bay Colony on March 4, 1629.

Mr Winthrop was accompanied by J. Philip O'Connell, representing the city of Boston.

FIRETRAPS MUST GO, MAYOR WARNS AIDS

City to Campaign Against Condemned Structures

Condemned structures throughout the city constituting a danger to public health and safety, as well as a fire menace, are in line for removal. Mayor Curley yesterday announced that the Building Department had inaugurated a campaign to wipe them out.

During the last administration of Mayor Curley, about 1600 such structures were removed in one year at a small cost to the city and the Mayor hopes to be as successful this time.

MAYOR CURLEY INVITES BYRD TO TERCENTENARY

Mayor Curley yesterday sent a message to Rear Admiral Richard E. Byrd inviting the latter to come to Boston this tercentenary year.

"Boston will this year observe the 300th anniversary of its founding," the message said. "Within its historic precincts will assemble leaders representative of every walk of life in the world. The tercentenary observance will be incomplete without the presence of you, sir, whose daring achievements in the air have thrilled the world, and we trust that you will honor this, your home city, with your presence where a welcome such as has never been accorded any other American awaits your homecoming."

MCLAUGHLIN WINS AS FIRE COMMISSIONER

Mayor's Nominee Approved,
After Long Wait

Howland and Maloney Also Accepted
for Overseers of Public Welfare

Edward F. McLaughlin, who was named Fire Commissioner of Boston in the first group of appointments



EDWARD F. MCLAUGHLIN
Approved as Fire Commissioner

made by Mayor Curley this year, was confirmed by the Civil Service Commission yesterday.

No action was taken on McLaughlin's name when first submitted, which automatically turned him down, and Mayor Curley appeared before the commission to discuss the qualifications of McLaughlin and other nominees who were not approved.

Mayor Curley submitted McLaughlin's name for a second time and additional information concerning his qualifications was offered.

Commissioner Elliot H. Goodwin was asked about the commission's change of decision, but he declined to discuss the matter.

"Then there is nothing to be said from the commission?" he was asked.

"Nothing, except that we have been accumulating information in the meantime," replied Mr Goodwin.

The commission also approved the appointment of Frank B. Howland and James P. Maloney as Overseers of Public Welfare.

HERALD 3/5/30

PETERS TALKS WITH GOVERNOR, MAYOR

Hints He May Discuss Political Activities Later

Former Mayor Andrew J. Peters, who is thinking of running for the Democratic nomination for United States senator, yesterday conferred briefly with Gov. Allen and at some length with Mayor Curley.

He visited the executive chamber at the State House to extend to Gov. Allen an invitation to attend a function in Jamaica Plain next month, and there was no discussion of politics between them, according to Peters.

Subsequently he had lunch at the chamber of commerce and sat at the head table as Mayor Curley addressed the members interested in the chamber's campaign for new members. At the conclusion of the lunch Messrs. Curley and Peters departed up Federal street for an unannounced destination.

Mr. Peters indicated that he may have something of interest to announce concerning his political activities in the spring. He is convinced that the Democrats face a splendid opportunity to sweep the state in the November election. It is his conviction that the unemployment situation late in the summer and early in the fall will have considerable bearing on the outcome of the election.

"I am enjoying the luxury now of being a private citizen" was his comment when pressed for a definite statement concerning his intentions.

BYRD ASSURED OF BOSTON WELCOME

Mayor Cables Hope Explorer Will Participate in Tercentenary

Official cognizance of the homecoming of Commander Richard E. Byrd was taken by Mayor Curley, yesterday, in a cablegram to Byrd in which he assured him that "a welcome such as has never been accorded any other American awaits your homecoming."

It is the hope of the mayor that Commander Byrd may play a conspicuous role in the major celebrations of the tercentenary. His cable read:

Boston will this year observe the 300th anniversary of its founding. Within its historic precincts will assemble leaders representative of every walk of life in the world. The tercentenary observance will be incomplete without the presence of you, Sir, whose daring achievements in the air have thrilled the world and we trust that you will honor, this, your home city, with your presence where a welcome such as has never been accorded any other American awaits your homecoming.

HERALD 3/5/30

CITY ORDERS MORE BRONZE TABLETS

To Mark Historical Sites as Tercentenary Preparation

Tercentenary visitors to Boston anxious to visit important historical sites will encounter as little difficulty as possible in discovering their objectives if the demand of Mayor Curley for speed in the marking of additional sites is fulfilled.

Yesterday he approved contracts for the casting of seven bronze tablets, at \$300 each, to mark as many sites. They are:

Old Brattle church, Brattle square, erected in 1699 and rebuilt in 1772.

The church at Cambridge and Lynde streets, West end, erected in 1737 and used as a barracks by British troops, who during the siege of Boston removed the steeple to prevent patriots signalling to the camp in Cambridge.

Site of the mansion house of Thomas Hutchinson, Sr., and the home of Lt. Gov. Thomas Hutchinson on Garden court street, North end, erected in 1710.

Battery wharf, 379 Commercial street, where the North battery was located.

Site of the residence of Gov. Leverett at Washington and Court streets.

The First Meeting House in Dorchester.

No. 173 Washington street, where the silversmith shop of Paul Revere was located.

CONDEMNED BUILDINGS WILL BE DEMOLISHED

With the approval of Mayor Curley, the municipal building department has started a campaign to demolish condemned buildings. During his previous administration, 1600 such structures were razed at but slight expense to the city and the mayor is hopeful that as many more will be removed this year.

His approval of the plan was given in a statement which read: "The building department has this day inaugurated a campaign for the protection of public health and public safety as well as for protection from fire through the removal of condemned structures throughout the city, which constitute a menace to every one and I have given my assent to the prosecution of that program."

ELECTRIC HALL CLOCK FOR PHILIP A. CHAPMAN

Former Penal Institutions Commissioner Philip A. Chapman, who is now superintendent of supplies, unexpectedly acquired an electric hall clock last night. At a dinner tendered him at the officers' quarters at Deer island, after appreciation of the courteous treatment which had been extended them by the former commissioner, he was given the tangible testimonial of the esteem in which the officers hold him. The gift also represented the esteem of the employees of the department office in City Hall annex.

M'LAUGHLIN WINS BOARD APPROVAL

Finally Confirmed as Fire Commissioner; Starts Today

Ex-Senator Edward F. McLaughlin will assume the duties of fire commissioner today. After weeks of consideration, during which the strongest possible pressure was exerted in his behalf, the civil service commission gave formal approval yesterday to his appointment.

The commission also approved the appointments of Frank B. Howland and James P. Maloney as overseers of the public welfare.

The definite and favorable action on the McLaughlin appointment is considered to be another victory by Mayor Curley who vigorously upheld before the commission his argument that his appointee possessed every necessary qualification for the position.

To date the only Curley appointees to major offices who have been rejected by the commission are Joseph A. Conry, deemed unqualified by lack of experience for traffic commissioner, and Mrs. Helen C. Galvin, who was named city registrar.

Whether Mayor Curley will resubmit the name of Conry is uncertain but the probability is that he will take no action until the Legislature passes on the bill which would eliminate the civil service commission from consideration of appointments made by the mayor. If the bill is adopted, Conry will be designated as traffic commissioner. If an adverse decision is made by the Legislature, another name will undoubtedly be submitted for the post. There is no probability that the mayor will resubmit the name of Mrs. Galvin.

More Salary for Teachers Doubtful

The vote of the school committee last night that national conditions are such that the board does not feel warranted in going before the Legislature for money to insure the appointment of a group of teachers, was taken to indicate that the salary increase problem will not be settled this year. Chairman Hurley declared, however, that this question is still under advisement.

For improving among other things, the school yards throughout the city the school committee voted to pass an appropriation of \$100,000 to be expended during the current year. This appropriation was passed upon favorably by School Building Commissioner Richard J. Lane, the city auditor and corporation counsel, it was announced by the committee. It is to provide also for the cost of alterations and repairs of school buildings, for furniture, fixtures and means of escape in case of fire and for fire protection for existing buildings.

The school committee voted favorably upon the recommendation to discontinue use of the Warren-Bunker Hill School in Charlestown, one of the oldest in the city, upon completion of the new Junior High School in Charlestown. The city council voted favorably upon this a week ago.

HERALD 3/5/30

'Damn the Torpedoes' Cheered At 'Chamber Week' Meeting

J. Weston Allen Heartily Applauded at
Luncheon as He Utters Famous Battle Cry—
Curley Tells of Inter-City Competition

"Damn the torpedoes! Go ahead!"
With this quoted battle cry did J. Weston Allen, at the luncheon meeting of the "Chamber of Commerce Week" workers yesterday, make light of the criticism levelled at him the day before by Herbert G. Porter for his use of a stronger expression lifted from the after-dinner utterances of Senator George Wharton Pepper.

With a pronounced accent on the first syllable of the word, Mr. Allen announced as he called the meeting to order that he wished to make a few "cur-sory" remarks. He was roundly applauded.

As chairman of the general committee in charge of the "week," he was also given an informal vote of confidence by prolonged handclapping when he arose after coffee had been served to initiate the business of the day. These outbursts and the loud cheers which followed his reference to torpedoes were interpreted to mean that the great body of campaign workers considered the attack on him Monday to be decidedly uncalled for.

SHARES HONORS

Mr. Allen shared the honors of the occasion with Mayor Curley, who declared that the ferocity of inter-city competition in the United States was effecting a change in the old order from a politically minded to a commercially and industrially minded business.

"I have heard one of your speakers refer to a bigger, better, busier Boston," he began. "It is not these four Bs that are at present disturbing the Republican party, but another four—Borah, Brookhart, Booze and Bread."

He said that citizens of the industrial East are looking with a degree of fear and abhorrence at the creation of a farm bloc in Congress and at the growing system of governmental subsidy.

"The real need of a chamber of commerce," said the mayor, "lies in the opportunity it affords for the interchange of thoughts and ideas that are essential if our civilization is to endure. March 6 will be widely observed as 'Red day' or 'Communist day,' and in the past few weeks we have all seen marches on the seats of our government, engineered perhaps outside of America, demanding not any particular legislation but employment to support the impoverished families of jobless workers."

It was announced that 89 new members had been added since the previous day's luncheon, bringing the total of new members secured in the first two days of the drive up to 302. The goal set is 1000.

Frederick S. Snyder, a former president of the chamber, pointed out that

the chief difficulty of a membership drive is to make people realize the extent of the work, beneficial to all alike, carried on by the labor and money of a comparative few.

Mr. Allen said that the real value of such an organization is proved when there is not enough prosperity to go around.

"This, then," he said, "is the year of all years when we should support the chamber."

In addition to his other remarks, Mayor Curley said that every important Boston undertaking in the last four years had been originated in the chamber of commerce. He said that the "little touch of depression" now existing brought no fear as to the future.

PAST PRESIDENTS

Guests at the head table yesterday, for the most part past presidents of the chamber, included Howard Coonley, Elmer J. Bliss, President Henry I. Harriman, C. F. Weed, Charles E. Ware, Jr., Gen.-Sec. M. D. Liming, ex-Mayor Andrew J. Peters, and William J. Fortune, chairman of workers in the current drive.

Gov. Allen and ex-Gov. Channing Cox are expected to be present at today's luncheon. Mr. Harriman will preside.

The Governor entered into yesterday's activities by himself signing up two new members, Speaker of the House Leverett Saltonstall and Commissioner of Conservation William A. L. Bazelev.

Post 3/5/30

MAYOR TAKES SLAP AT G. G. A. CROWD

Declaring that he had learned that the Good Government Association was closing its office and dispensing with the service of its political expert, Jeremiah Desmond, after 21 years of faithful work, Mayor Curley last night said, in a conference with City Hall reporters: "It looks as if the Goo Goos were on the way out of business. In the opinion of the Mayor, it's a good riddance."

In reply to the Mayor's comment, Secretary Laurence O. Pratt of the G. G. A. stated: "Curley has been saying the same thing since 1914, but we are not going to close. We are simply moving from our present offices to another office in the same building at 44 School street. And we are trying to make an arrangement so that Mr. Desmond will not be required to do active service."

Post 3/5/30

BIG WELCOME AWAITS BYRD

Mayor Cables Explorer In-
vitation to Hub

As a special feature of the tercentenary celebration Boston will greet Commander Richard E. Byrd with a welcome "such as has never been accorded any other American," Mayor Curley announced last night, in an invitation cabled to the Antarctic flying explorer at New Zealand.

In the cablegram the Mayor stated that "Boston will this year observe the 300th anniversary of its founding. Within its historic precincts will assemble leaders representative of every walk of life in the world. The tercentenary observance will be incomplete without the presence of you, sir, whose daring achievements in the air have thrilled the world, and we trust you will honor this, your home city, with your presence, where a welcome, such as has never been accorded any other American awaits your home-coming."

(Signed)

"JAMES M. CURLEY, Mayor."

Carrying out his committee's plans for the tercentenary celebration the Mayor yesterday ordered seven bronze tablets at a cost of about \$300 each, which will be used to mark historic sites, including Paul Revere's shop, the Brattle Street Church, the first meeting house in Dorchester, the site of the old North Battery at 379 Commercial street, the Cambridge Street Church at Lynde street, the Governor Leverett house at Washington and Court streets, and the mansion house of Thomas Hutchinson, Sr., at Garden Court street, near Prince.

IN MEMORY OF COLORED HERO

Pay Tributes to Crispus
Attucks Today

Today, the 160th anniversary of the Boston Massacre and of the death of the country's first martyrs with Crispus Attucks, a colored man, leader and first to fall, will be recognized by the public schools with exercises commemorating the Boston Massacre.

Major Francis X. Phelan will represent the Governor and place a wreath at the monument at 12:30, decorated with the State flag.

Mayor Curley will be present to speak for the city.

The exercises will begin at 10:45 at the scene of the Massacre, State and Exchange streets and will be continued at the grave in the Granary Burying Ground at 11:45 and at the Declaration of Independence Tablet on the Common at 11:45.

The evening meeting in Ruggles Hall, Ruggles and Washington streets, Roxbury, will be addressed by a representative of the Mayor, by Cyril F. Butler, Esq., Edward W. Wilson, Esq., William H. O'Brien of the State House, J. Solomon Gaines, the Rev. Walter D. McClane, the Rev. W. M. Shaw of Cambridge.

HITS DISCRIMINATION IN GOLD STAR PILGRIMAGE

Mayor Curley Makes Address at the Boston
Massacre Monument



Mrs Martha Kenswil, senior vice commander of the Ladies of the G. A. R., placing wreath on Boston Massacre tablet on State st

Declaring that there was no way to justify the discrimination against colored "Gold Star" mothers who are to be segregated from the other "Gold Star" mothers on their pilgrimage to France, Mayor James M. Curley addressed a gathering shortly after noon at the monument dedicated to Crispus Attucks, Samuel Maverick, James Caldwell, Patrick Carr and Samuel Gray, who lost their lives in the Boston Massacre.

Mayor Curley who laid a wreath at the monument in behalf of the city of Boston, was introduced by Pres A. G. Wolff of the Boston Branch of the Equal Rights League. The others who took part in the ceremony which marked the all-day observance of the 160th anniversary of the Boston Massacre were Maj J. H. Myrick, commander of the Ancient and Honorable Artillery, Capt Francis H. Appleton, past commander; Capt Jacob Fottler, senior past commander, and Maj Francis X. Phelan of the Governor's staff.

The exercises began at the scene of the massacre on State st at 11 when a wreath was laid by Mrs Martha Kenswil and speeches made in commemoration of the massacre under the auspices of the Carney Circle, Ladies of the G. A. R. Mrs M. R. Jackson presided. Rev M. F. Sydes was among the speakers.

At 11:30, exercises were held at the grave of Attucks, Gray, Maverick, Caldwell and Carr in the Granary Burial Ground under the auspices of the Pat Toye Post, V. F. W. Rev I. N. Sisco offered prayers. Rev D. L. Ferguson, Rev C. C. Williams, George Dandridge of the Pat Toye Post, and William Monroe Trotter, national secretary of the Equal Rights League, spoke. Parker Carey, quartermaster sergeant of Post 953, V. F. W., laid the wreath.

At the Declaration of Independence tablet on the Common exercises were held at noon by descendants of early New England negroes. Mrs Gertrude Cromwell presided. Mrs Mary Lew Rollins spoke, and Mrs Esmerelda Goosely read a poem dedicated to Crispus Attucks.

Following these exercises, the National Equal Rights League held their exercises at the monument to Attucks and his comrades on the Common. A resolution will be sent by the league to the President of the United States protesting the segregation of colored gold star mothers.

Tonight at Ruggles Hall, Roxbury, at 8 there will be exercises under auspices of the National Equal Rights League and Race Congress. Dr W. O. Taylor will preside. Benjamin H. Washington, Edward Wilson, president of the community forum; Cyril F. Butler, Dr Alice McKane and others will speak. Harry Johnson will be tenor soloist.

AMERICAN 3/5/30

BYRD TO GET BIG WELCOME

A welcome "such as has never been accorded any other American," will greet Comdr. Richard E. Byrd as a special feature of Boston's tercentenary celebration, Mayor Curley announced in an invitation cabled to the Antarctic flying explorer at New Zealand.

In the cablegram the mayor stated that "Boston will this year observe the 300th anniversary of its founding. Within its historic precincts will assemble leaders representative of every walk of life in the world.

"The tercentenary observance will be incomplete without the presence of you, sir, whose daring achievements in the air have thrilled the world, and we trust you will honor this, your home city, with your presence, where a welcome, such as has never been accorded any other American awaits your home-coming.

Carrying out his committee's plans for the tercentenary celebration the mayor ordered seven bronze tablets at a cost of about \$300 each, which will be used to mark historic sites, including Paul Revere's shop, the Brattle Street Church, the first meeting house in Dorchester, the site of the old North Battery at 379 Commercial st., the Cambridge Street Church at Lynde st., the Governor Leverett house at Washington and Court sts. and the mansion house of Thomas Hutchinson, Sr., at Garden Court st., near Prince.

Cleans Up Building for Tercentenary

The suggestion of Mayor Curley that all Boston business concerns clean up their buildings for the Tercentenary celebration, which will bring thousands here this summer, is bearing fruit.

The first concern in Boston to act on this suggestion is the New England Mutual Life Insurance Company, which is having the entire exterior of its building at Milk, Congress and Pearl sts., facing Postoffice sq., sandblasted.

POST 3/5/30

OFFICIAL SEAL



FOR 1930

The above insignia has been adopted as the emblem of the Tercentenary celebration by the Boston Tercentenary committee. It was designed by Director of Public Celebrations J. Philip O'Connell. It reveals the old Trimountaine in the foreground and the vision of the future Boston rising above it. The seal will be used throughout the year for display in windows, shops, stores and on automobile stickers.

GOVERNOR SQ. SURVEY TODAY

Will Seek to Learn Volume of Traffic

A checkup to determine the volume of traffic through Governor square will take place today between 8 a. m. and 6 p. m., it was announced last night by Colonel Thomas F. Sullivan, acting traffic commissioner.

Sixteen men from the traffic commission and eight from the transit department will do the checking. The survey is being made in connection with the proposed extension to the Boylston street subway beyond Governor square. It will also serve as a means of informing officials how the automatic traffic signals should be set at that crossing.

CONTRACTOR HALTS RAZING OF HANGAR

Inability of the city's law department to locate an agreement made some months ago with the Airport Development Company over a new lease of land at the airport in East Boston to replace the lease still held by the Boston Airport Corporation for its old hangar has resulted in cessation of work by the contractor engaged to tear it down. The building is considered a menace to the lives of all persons flying from the Boston Municipal Airport, standing as it does in the very centre of the flying field and its removal has been impatiently awaited since the city took over the airport.

POST 3/5/30

M'LAUGHLIN IS CONFIRMED

New Fire Commissioner Gets Civil Service O. K.

The Civil Service Commission yesterday afternoon approved Mayor Curley's appointment of Edward F. McLaughlin as fire commissioner. McLaughlin's confirmation came after considerable delay. Mayor Curley, about a month and a half ago, submitted his name, but the commission failed to act upon the appointment within the 30-day specified period. When this time expired, about two weeks ago, the Mayor again submitted McLaughlin's name.

The new fire commissioner lives with his wife and family at 21 Pond street, Jamaica Plain. He is a former State Senator. He is scheduled to be sworn into office at Boston City Hall this morning.

Two other appointments of Mayor Curley were also approved. They are those of Frank B. Howland and James P. Maloney as overseers of Public Welfare.

GLORIE 3/5/30 AM

TRAFFIC MEN ORDER GOVERNOR-SQ STUDY

24 Checkers to List Cars and Turns Today

Col Thomas F. Sullivan, acting traffic commissioner, announced yesterday that men from his office and from the Boston Transit Department will conduct a survey at Governor sq from 8 o'clock this morning until 6 o'clock tonight, to determine how many automobiles pass through the square during the day, and what turns they make at the square. Twenty-four men will be engaged in the work.

The survey is being made in connection with the proposed plan to extend the Boylston-st Subway beyond Governor sq, and also to obtain accurate figures on traffic through the square. When the city is ready to install the new automatic traffic lights in Commonwealth av, these figures will be used in computing the length of time that will elapse between changing of the lights.

RECORD 3/5/30

Survey of Traffic in Governor Sq. Today

Under direction of Col. Thomas Sullivan, traffic commissioner, 24 men of the police traffic squad and the transit department will survey traffic in Governor sq. today. The survey will be made as part of the plan to extend the subway beyond the square out Commonwealth ave.

RECORD 3/5/30

McLAUGHLIN IS CONFIRMED AS FIRE DEPT. HEAD

After being rejected by the civil service commission as fire commissioner of Boston, Edward F. McLaughlin was yesterday confirmed in that office by the civil service authorities.

Two more confirmations were made when the Civil Service Commission voiced its approval of Frank B. Howland and James P. Maloney as overseers of the poor.

Following the controversy over appointments by the mayor which dates back to January, additional evidence as to the merits of appointees was submitted to Chairman Elliott H. Goodwin of the Civil Service Commission. The confirmation of the mayor's appointments followed.

Joseph A. Conry, however, who was named as traffic commissioner, has not as yet been approved.

Honors Ancestor



(Daily Record Photo)

Frederic Winthrop, right, descendant of Gov. Winthrop who brought the Massachusetts Bay Colony charter to Boston and who was the Bay Colony's first governor, shown placing wreath on statue of his famous ancestor at Marlboro and Berkeley sts., Back Bay. Director of Public Celebrations J. Philip O'Connell, left, is chairman of tercentenary decorations. First observances of the tercentenary were held yesterday.

GLOBE 3/5/30 PM

THRONG ATTENDS LENTEN SERVICE

Mayor and Rev Dr Conrad Speak at First in Series

A big audience representing all the Protestant denominations filled the Tremont Theatre this noon for the first of a series of daily Lenten services under the auspices of the Greater Boston Federation of Churches. The secretary of the federation, Rev George L. Paine, presided. Rev I. W. Williamson of Tremont Temple Baptist Church conducted the devotional service.

Mayor Curley officially addressed the service on behalf of the city of Boston. The sermon was delivered by Rev Dr A. Z. Conrad of Park Street Congregational Church. The singing was led by James R. Houghton. The Park Street Church Quartet sang Dudley Buck's "Te Deum."

"If ever there was a time for concentration on matters spiritual, that time is here and now," Mayor Curley declared in opening the service. "It is a privilege as Mayor of Boston to be permitted to extend the good wishes of the citizenship of Boston for the success of this movement here represented."

"I know of no greater service that one can render to our country and to humanity than to have a pause in the daily irritation that besets one in this life, and to concentrate on the only things that are really and truly worth while. In America we are permitted to enjoy religious freedom and we view with genuine fear the tendency to throw out all those things that make life sweet in our trial and adversity and the knowledge that there is another life after we have lived this one."

Mayor Refers to Russia

Mayor Curley also referred at length to the situation in Russia, "the destruction of all that symbolizes everything that is worth while," and concluded "with that condition on the other side of the ocean, with the conditions that exist in our land, surely there is necessity for taking counsel for the promotion of such a program as will make life here a little sweeter, a little purer, and will make a little more certain that which we all hope will be our lot in the hereafter, peace with Almighty God."

"Probably no period of the church year," Dr Conrad said, "is less understood than the Lenten period. Its music is too often set to the minor key; its reference to Jesus Christ are in the nature of nursery endearments. Its viewpoint is the valley rather than the mountain top. All this is entirely contrary to the Scriptural ideal. The heroic aspects of Lent should receive more attention. Lent leads us along a highway with Jesus Christ in his experiences."

"When we think of Calvary we are not to think of defeat, but victory. Never forgetting the measureless suffering of Jesus, we are not to forget that He voluntarily choose it as the one and only way to effectualize the love of God in terms of redemption. All thinking and all acting is changed in human life when considered in

terms of the cross."

Part of Triumphal March

The cross," he said, "was not even a transient defeat; it was a part of the triumphal march of Jesus Christ, to the glory which He had with the Father before the world was."

"Christian conceptions of Christ," Dr Conrad said, "are often shallow, shallow and anemic. He is thought of all too often in a kind of gentleness which does not belong to Him. His was no negative character. He was strikingly great from the beginning to the end of His life."

"The fact that love became His supreme weapon to conquer the world does not in the least lessen the victorious character of His onward advance, the superlative courage with which He attacked evil in all of its forms, the marshal splendor of His conflict with the age-long enemy of the race."

"How bright is the outlook for the Christian Church? Just as bright as its faith in the King of Glory on the Lenten highway. How can a true disciple of Christ be hesitant, intimidated, with a picture like this before Him and with a record like that of the Christian Church under the leadership of the King of Glory? Every righteous cause is sure of victory. Bring forth the royal diadem and crown Him Lord of all."

HERALD 3/4/30 RIOT SQUAD HELD FOR DISORDER BY UNEMPLOYED

Many Cities Bar Meetings As Moscow Orders World- Wide Demonstrations

EUROPEAN NATIONS EXPECT TROUBLE

St. Louis and Chicago Warned of Bombings by Communists

While Boston communists planned to stage the largest red demonstration ever held in this city at a noonday meeting on Boston Common today, local police stood ready in every division in the city, armed with riot guns and all available members of the force on duty.

Sounding a rallying cry at all of the communist meetings in the city yesterday and last night to come and attend a meeting at the Parkman bandstand whether or not a permit was granted by the municipal authorities, red leaders expected that a huge throng

will be present at the noonday demonstration.

The meeting will be held in conjunction with "Solidarity day" which is being celebrated by communists all over the world today, on orders from the Internationale in Moscow. Demonstrations with parades and speeches in other New England industrial cities are also planned.

While the local communists had obtained no permit from City Hall at closing time yesterday Superintendent of Police Crowley stated last night that he was inclined to let them hold a meeting on the Common anyway, "providing they cause no trouble." The superintendent said he understood, however, that a permit had been granted to the communists by the city authorities.

Joseph Mikolajewski, assistant city censor, said last night, however, that no written request for a permit had been made by the communists so consequently none had been obtained. He explained that there would be still time for the communists to make application today and perhaps obtain the permit before the noonday meeting on the common.

"The police are perfectly willing to let the communists hold a peaceful meeting," said Supt. Crowley. "We do not intend to molest them providing they create no trouble. I understand that they have secured a permit, but we are willing to let them hold a meeting anyway if they behave themselves. If they do not, of course, we will cope with the situation. However, we do not anticipate any trouble."

While the superintendent declined to anticipate any antiwar demonstration it was learned that reserves, armed with riot guns, will be on duty at every station house in the city today, ready for emergency. This rule also applies to state troopers and to police in most of the industrial cities of the commonwealth.

Stickers calling on "workers" to attend the "mass demonstration against unemployment" on the Common, pasted on posts and buildings throughout the city last night were torn down by policemen. The stickers said that at the meeting "workers in all countries will make demand relief from unemployment and work or wages." It was signed "Council of Unemployed of Greater Boston."

AMERICAN 3/5/30

New Fire Commissioner Takes Oath



John B. Hynes
John B. Hynes, assistant city clerk, and Edward F. McLaughlin, appointed fire commissioner by Mayor Curley, as they appeared at City Hall today where a large crowd saw Mr. McLaughlin sworn in. (Staff photo.)

Edward F. McLaughlin

M'LAUGHLIN IS SWORN IN

One of the largest throngs ever to attend the swearing in of a city official at City Hall jammed the city clerk's office today when Edward F. McLaughlin took the oath as fire commissioner.

Afterward, Commr. McLaughlin was driven to Fire Headquarters Bristol st., South End, where he was welcomed by Fire Chief Dan F. Sennott, who has been acting fire commissioner.

The new commissioner will receive \$7500 a year.

HERALD 3/6/30

CURLEY ASKS ADVICE ON INSURANCE RATES

Fire insurance companies must either ignore Mayor Curley or specify what further action must be taken by the city to obtain a reduction in rates. In a letter yesterday to John H. Eddy, president of the board of fire underwriters, the mayor said:

In my opinion the city of Boston has done about everything within reason that I can think of for the prevention of fire. At the present time I am making available \$10,000 for the codification of the building laws with a view to making the building laws and regulations strict and to provide for the installation, in a larger measure of slow burning and non-inflammable materials in construction.

I am extremely desirous of learning what, in addition, the city of Boston can do in order to secure a reduction in fire insurance rates. I would appreciate hearing from you.

GLOBE 3/5/30 PM

WOULD GIVE CITY CHOICE OF TUNNEL OR BRIDGE

Mayor Curley's bill for an amendment to the law giving the city the choice to build either a bridge or tunnel between Boston and East Boston, which was heard by the Rules Committee of the Massachusetts House of Representatives yesterday on the question of admission, was favored by Henry I. Harriman, president of the Boston Chamber of Commerce; Representative Charles S. Sullivan Jr. of Charlestown; Thomas H. Bilodeau, legislative counsel for the city, and Chairman F. H. Fay of the Boston City Planning Board.

No one opposed its late admission.

TRAVELER 3/5/30

Mayor Curley Flays Segregation of Colored Gold Star Mothers



Group at Crispus Attucks monument on the Common participating in exercises in commemoration of the Boston Massacre, March 5, 1770. Left to right—Capt. F. H. Appleton, past commander, Ancient and Honorable Artillery company; Maj. J. W. H. Myrick, commander of the Ancients; Mayor Curley, Maj. Francis X. Phelan of Gov. Allen's staff, and Albert G. Wolff, president of the Boston branch, Equal Rights League. The photograph shows the city and state wreaths placed at the monument.

TRANSCRIPT 3/5/30

Report Bill for a \$16 Tax Limit

Committee on Municipal Finance Proposes This Figure for One Year

The Legislative Committee on Municipal Finance this afternoon reported out a bill establishing the Boston tax limit at \$16 for one year. A previous discussion of the likely action by this committee was to the effect that they would report a bill setting the limit at \$16 for three years. This amount is in excess of what is expected to be the real requirements of the city and is far in excess of the existing limit.

Byrd Is Invited as Guest of Boston

Mayor Curley has sent a cable to Rear Admiral Richard E. Byrd inviting him to Boston's observance of the tercentenary year, as follows:

Boston will this year observe the three hundredth anniversary of its founding. Within its historic precincts will assemble leaders representative of every walk of life in the world. The tercentenary observance will be incomplete without the presence of you, Sir, whose daring achievements in the air have thrilled the world, and we trust that you will honor this, your home city, with your presence, where a welcome such as has never been accorded any other American awaits your homecoming.

Mayor Curley to Speak at Brown's Letters Next Party

Architects, contractors and others of the building industry have been invited to attend a coffee party at Brown's Letters, 169 Devonshire street, next Tuesday at 12.30. Mayor Curley will speak, having for his subject "The City of Boston's Building Plans." This is the third of a series of informal get-togethers that Brown's is conducting to stimulate building and to create closer relationship between architects and the building trade.

GLOBE 3/5/30

McLAUGHLIN GIVEN OATH AS FIRE COMMISSIONER

One of Largest Crowds For Affair of Kind Is on
Hand For Ceremony at City Clerk's Office



FIRE COMMISSIONER EDWARD F. McLAUGHLIN

Edward F. McLaughlin was this morning sworn in as Fire Commissioner before one of the largest gatherings at an affair of that kind. The oath of office was administered in the city clerk's office by Wilfred J. Doyle, assisted by John B. Hynes, assistant clerk. Before being sworn in, the Fire Commissioner visited Mayor Curley and was congratulated.

From City Hall, Fire Commissioner McLaughlin went to Fire Headquarters on Bristol st. where he found his new quarters transformed into a floral bower. He was welcomed by Acting Commissioner Daniel F. Sennott, Acting Chief Henry A. Fox and the office staff headed by executive secretary Herbert Hickey and James Maloney, chief clerk.

ACT TO CLOSE SO. BOSTON CEMETERY

Preliminary steps have been taken by the Health Department of the city of Boston to close the Union Cemetery, a private one on East 5th st. South Boston, because of alleged unsanitary condition and neglected appearance. Should the city take it over, it will be given into the custody of the Park Department for improvement and final closing for burial purposes. A hearing will be held at 10 a m next Wednesday by Health Commissioner Mahoney.

The original owners of the cemetery are dead and it is said the three existing heirs are willing to give title to the city, as was done in the adjoining Hawes Cemetery. The last burial in the Union Cemetery was on Oct 29, 1929. The cemetery is 110 feet by 42 feet and contains 15 tombs, three large lots and some small lots.

FOR MAYOR'S BRIDGE OR TUNNEL BILL

Four Men Appear Before
Committee on Rules

Henry I. Harriman, president of the Boston Chamber of Commerce; Representative Charles S. Sullivan Jr of Charlestown, Thomas H. Bilodeau, legislative counsel for the city, representing Mayor James M. Curley, and Chairman F. H. Fay of the Boston City Planning Board today appeared before the Committee on Rules of the Massachusetts House of Representatives in favor of admission of the Mayor's bill for an amendment to the law giving the city the choice to build either a bridge or tunnel between Boston and East Boston. There was no opposition.

All the speakers agreed that the issue of a bridge or tunnel has now come down to a question of cost, with the additional question of the height that the United States War Department will require for a bridge.

If a height of 150 feet is required over the main channel, it was stated by the speakers that the question of a bridge would be "out."

TWO PLANS OFFERED FOR GOVERNOR SQ

No Agreement Reached at
Conference

No agreement about changes proposed to relieve the congestion at Governor sq. Boston, was reached today at the conference between representatives of the Legislature, the city of Boston and the Boston Elevated Railway.

It is said that two plans may be suggested. One calls for the payment of a annual rental of 4½ percent by the Elevated Company on any portion of new subway constructed at or near that point; if the company has a deficit it shall be met by the cities and towns in the metropolitan district. The other plan is that the Supreme Court shall decide what portion, if any, of the cost of the improvement shall be borne by the cities and towns.

The understanding is that the Legislative Committee on Metropolitan Affairs will give public hearings on any recommendations which may come from the conferences now going on.

Those who attended today's conference were Senator Charles C. Warren of Arlington, Representatives George A. Gilman, Martin Hays and James J. Twohig, all of Boston; Mayor Curley, Samuel Silverman, corporation counsel, and Rupert Carven, city auditor; H. Ware Barnum, counsel to the trustees of the Boston Elevated; Charles H. Cole, Edward A. Whiting and Henry I. Harriman of the trustees of the railway; Frederic S. Snow, counsel to the directors of the Elevated; and Robert J. Bottomley, representing the Metropolitan Transit Commission.

TRAVELER 3/5/30

GLOBE 3/5/30

Curley Hits Segregation of Negro War Mothers

Mayor Flays Plan in Speech at Monument of
Negro Killed in Boston Massacre 160
Years Ago Today

Mayor Curley today criticised those responsible for the plan to send colored gold star mothers to France this year on a ship by themselves rather than on a ship bearing white mothers, in an address on Boston Common, at exercises held in commemoration of the anniversary of the Boston massacre, March 5, 1770.

In this massacre by British soldiers on State street not only were white men killed, but a negro, Crispus Attucks, met his death.

"SINGULAR ANOMALY"

The mayor, in his address at the Crispus Attucks monument, said: "It is a pleasure in behalf of the city to lay a wreath here symbolic of the love and devotion of men of a race who helped make possible by a baptism of blood organized revolt and laid the foundation which gave to the world in a later day what we now know as the United States of America.

"It is fitting that city and state should observe the occasion with the placing of emblems of love, affection and esteem for the early patriots.

"A singular anomaly this year is the demand of certain individuals in a free land that the mothers of men who through the providence of God were destined to be of darker color than their fellows should not be permitted to sail in the same boats with Gold Star mothers of light color.

"Absolute equality should be the recognized order and rule in the life of America. I wish for America a broader, more liberal and humane spirit and temper than has been displayed in recent years."

Other speakers at the monument were Maj. J. W. H. Myrick, commander of the Ancient and Honorable Artillery Company, and William H. O'Brien, head of the telephone division of the public service commission. The speakers were introduced by Albert G. Wolff. Mayor Curley placed the city's wreath at the base of the monument and the state wreath was placed by Maj. Francis X. Phelan of Gov. Allen's staff.

ASSAULTS NOTED HISTORIANS

Prof. Albert Bushnell Hart of Harvard and Prof. David S. Muzzey, both noted American writers of history, were characterized as "quick-lunch historians who have tried to besmirch the names of those whom we honor as heroes," by O'Brien.

"Despite their hellishness in characterizing Washington as a man disgruntled because of his failure to acquire preferences from the British government and John Hancock as a crook, such men as Attucks will be remembered long after such historians are mouldering in the dust and are forgotten," said the speaker.

The day's exercises, part of the Massachusetts Bay tercentenary program, were held under the auspices of negro organizations in tribute to the memory of Attucks.

At the scene of the massacre, over a tablet giving the date on the Merchants National Bank building, Mrs. Martha C. Kenswick had the honor of placing a wreath.

Participants in the observances proceeded from State street to the Granary burying ground and the grave of Attucks. Here a wreath was placed by Qm.-Sergt. Parker Carey of Patrick E. Toy post, Veterans of Foreign Wars, and participating in the exercises here were representatives of William E. Carter post, American Legion, and John E. Riley camp, Spanish War Veterans.

The pilgrims next proceeded to the bronze tablet on the Common on which is inscribed the Declaration of Independence. Here a wreath was placed by Mrs. Mary Lew Rollins.

During the final exercises, at the Attucks monument, in addition to the state and city wreaths, a wreath was placed by Mrs. Ethel Gibson Russell, who also sang. In the group at the monument were Capt. F. H. Appleton, past commander of the Ancient and Honorable Artillery company, and Jacob Fottler, senior past commander of the company.

CIVIL SERVICE CHANGES ARGUED

Goodwin Opposed to Reinstatement Proposal

The Legislative Committee on Civil Service gave a hearing at the State House today on the recommendations of the Special Recess Commission appointed to consider the laws and regulations pertaining to that department of the State Government.

Senator Joseph J. Mulhern of Boston supported the recommendation of the commission that an appeal council be set up to which applicants for Civil Service posts might turn if they were dissatisfied with the finding of the Civil Service Commission. At present the only appeal is from the Civil Service Commissioner to the full board.

Representative Francis J. Hickey of Boston said that the special commission, of which he was a member, intended to recommend the abolition of the strength test only in promotions. That test has already been abandoned in such cases, Commissioner Goodwin said.

Commissioner Goodwin sharply attacked the recommendation of the special commission that "no suspension of a person in the classified Civil Service shall operate as a separation from the service, and upon good cause shown, an appointing officer or board may reinstate in the same position or in a position in the same class or grade any person who has been so suspended." At present the return of the man to the service is determined by the commissioner. Mr. Goodwin said the present method is the backbone of Civil Service and he alleged that political pressure would control suspension cases if the change were made. He said it would be an extreme case for the commissioner to refuse to return a man after only a first offense.

TRAVELER 3/5/30

Now It Is Fire Commissioner McLaughlin

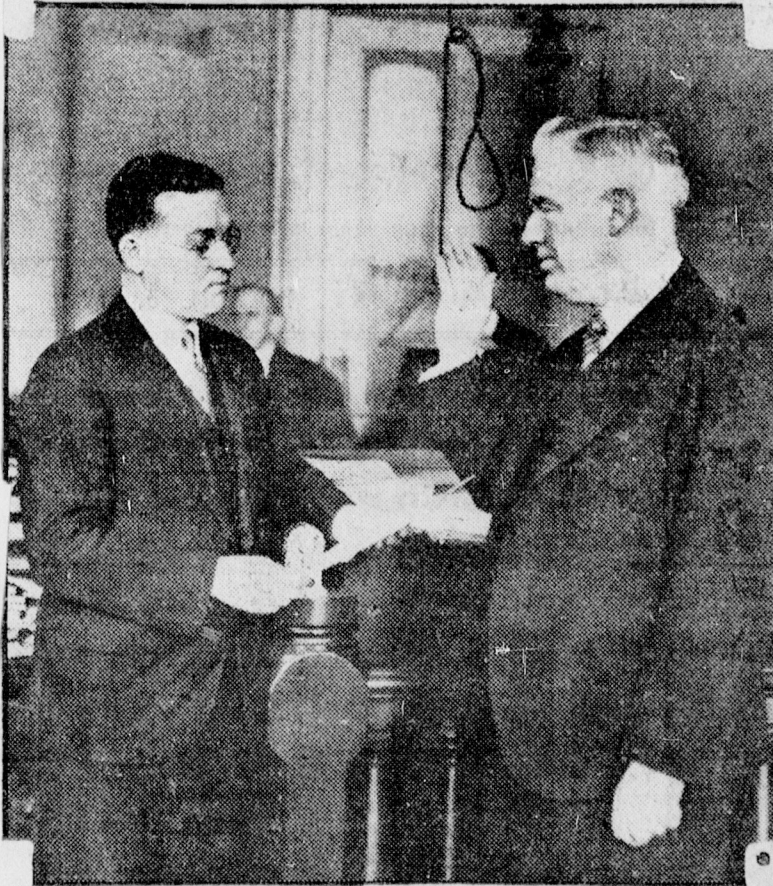
THE civil service commission has approved Mayor Curley's appointment of Edward F. McLaughlin of Jamaica Plain as fire commissioner of Boston. That is as it should be, except that it should have been done long ago. He is identically the same Edward F. McLaughlin he was a month or more ago. No doubt the civil service commission bases its tardiness on caution. It is well to be cautious. It is not right to be an impediment to good government. Aside from that, we commend the commission for its indorsement of Fire Commissioner McLaughlin.

To the new fire commissioner the Boston Traveler offers its good will and support. We believe that he has the ability to give the city excellent service. We know that he plans to build upon the good work of his predecessor, Building Commissioner Hultman, and add to that program the fruits of his own initiative and intelligence. We know that Commissioner McLaughlin, taking office today, is intent on emphasizing fire prevention. We have every reason to feel confident that his will be a regime of achievement and justice.

TRAVELER 3/5/30

TRANSCRIPT 3/5/30

McLaughlin Sworn in as Fire Commissioner



Fire Commissioner Edward F. McLaughlin taking the oath of office today from Assistant City Clerk John F. Hynes.

Assistant City Clerk Hynes Administers Oath of Office Before Large Gathering and New Official Takes up Duties

Fire Commissioner Edward F. McLaughlin today took over his new office, after being sworn in by Assistant City Clerk John B. Hynes in the presence of the largest gathering that ever witnessed such a city ceremony.

RELIEVES SENNOTT

The new commissioner relieved Acting Commissioner Daniel F. Sennott, who

has held the office during the absence of Acting Commissioner Hultman, who is on his vacation. Members of the city council and a large number of friends witnessed the ceremonies. Commissioner McLaughlin then conferred briefly with Mayor Curley and left for the fire headquarters in Bristol street, where he was greeted by Sennott and met members of the office staff.

Bridge or Tunnel Depends on Cost

Proposal to Give City Choice in E. B. Project Unopposed at Hearing

No opposition developed today before the House Committee on Rules, when speakers representing the city of Boston and the Boston Chamber of Commerce appeared in support of Mayor Curley's bill for an amendment to the law, giving the city the choice of building either a bridge or a tunnel between Boston and East Boston. Those advocating the amendment were Henry I. Harriman, president of the Chamber of Commerce; Representative Charles S. Sullivan, Jr., of Charlestown, Thomas H. Bilodeau, legislative counsel for the city, representing Mayor Curley, and Frederic H. Fay of the City Planning Board.

All the speakers agreed that the question of a bridge or tunnel comes down to a matter of cost, with the additional speculation as to the height the United States War Department will require for a bridge. It was stated by the speakers that if this height of clearance is set at 150 feet, that the question of a bridge would be out. Chairman Fay said that he understood that the Transit Department was going ahead on the plan for a tunnel. He said that these plans and specifications will take ten months to prepare, while the question for a bridge license can be settled within three months. He believed that the War Department would approve a height of 135 feet for the bridge, the same as that of the present Brooklyn Bridge. He said the entrance to the bridge would be substantially at the intersection of Hanover and Cross streets, the terminal in Boston for the proposed tunnel.

Mr. Harriman said that the bill was not mandatory but optional, and gives the city an opportunity to get the most for its money. He said that after a study it has been found that the cost of a four-lane bridge with a six-foot bridge sidewalk would be \$16,000,000, against the same amount of money for a two-lane tunnel. He said that his own thought was that the War Department would require a 150 or 155-foot clearance for the bridge, and that consequently there is a grave question whether the bridge could be built.

Everett E. Stone, member of the State Department of Public Utilities and a member of the Metropolitan Planning Division, said that the city is in a position where, by enabling legislation, it can obtain a bridge capable of handling more than twice the vehicular traffic than could be handled a single tube tunnel, at a cost approximately the same as that of a tunnel, and that it could be operated at a cost of less than one-half per vehicle than is required to operate such a tunnel.

Mr. Bilodeau declared that if the bridge must exceed 150 feet in height the city will not attempt to build it. He described the status of the proposed tunnel as practically at a standstill, except for the drawing of plans.

Takes Oath as Fire Commissioner



Edward F. McLaughlin

Who Received a Belated Confirmation From the Civil Service Commission and Enters Upon His Duties at Once to Succeed Eugene N. Hultman

HIS name having been submitted for the second time, Edward F. McLaughlin was confirmed as fire commissioner by the Civil Service Commission at yesterday's regular session, and at eleven o'clock this morning he took the oath of office as administered by City Clerk Wilfred Doyle.

Mr. McLaughlin, one of the leaders in the Curley campaign for mayor and long a prominent figure in local politics, was among the first group of appointments which the new mayor sent to the Civil Service Commission. It was quite generally felt that there would be no trouble over his confirmation, in view of his experience as member of the Legislature and of the City Council. No action was taken in the thirty days prescribed by law, and Mayor Curley appeared before

the commission to discuss his qualifications as well as those of others. He submitted the McLaughlin name for the second time with additional information concerning his qualifications.

The new fire commissioner succeeds Eugene N. Hultman, who served for four years under Mayor Nichols and who was recently appointed building commissioner. Mr. McLaughlin lives with his wife and family at 221 Pond street, Jamaica Plain.

Only two of the mayor's appointees have been rejected thus far, Joseph A. Conry, nominated for traffic commissioner, and Mrs. Helen C. Galvin, who was named as city registrar. Two other appointments were approved yesterday, Frank B. Howland and James P. Maloney as overseers of the Public Welfare department.

Governor Sq. Legislation Discussed by Conferees

Representatives of the General Court, the city of Boston and the Boston Elevated conferred again in private today at the State House on proposed legislation to provide for the extension of the subway under Governor square, with no final action taken on the legislation being considered.

It is understood that two proposals may be worked out, one calling for a rental of 4½ per cent to be paid by the Elevated, with any deficit falling upon the company to be paid by the cities and towns in the metropolitan transit district, and the other providing that the Supreme Court shall decide what the cities and towns shall pay toward the improvement. It is expected that legislation to that effect will be drafted by the corporation counsel of Boston and counsel for the Elevated trustees and presented to the conferees tomorrow.

It is believed likely that when the full committee on metropolitan affairs takes up the report of its sub-committee, which is working on the matter with the other parties at interest, public hearings will be held for the benefit of taxpayers in the communities involved. It is expected that the full committee will receive the sub-committee report next Tuesday.

Those who attended today's conference were Senator Charles C. Warren of Arlington, Representatives George A. Gilman, Martin Hays and James J. Twohig of Boston; Mayor Curley, H. Ware Barnum, counsel for the Elevated trustees, Charles H. Cole, Edward Whiting and Chairman Henry I. Harriman of the trustees; Frederic S. Snow, counsel to the Elevated directors, and Robert J. Bottomley, representing the Metropolitan transit district.

Says Allen Must Bear "Responsibility" for Goodwin

Assertions that Governor Allen, some time in the future, must bear the responsibility for reappointing Elliot H. Goodwin as State Civil Service commissioner were made today before the Legislative Committee on Civil Service by Senator Joseph J. Mulhern of Boston. He appeared to support the recommendations contained in the report of the joint special recess commission appointed to investigate the civil service laws, rules and regulations and their present interpretation and application with special reference to examinations to test the physical fitness of applicants for employment in civil service.

The report of the special commission is divided into several appendices dealing with all matters relating to civil service laws and regulations. The appendix on which Senator Mulhern particularly urged favorable action was that dealing with the establishment of an appeal council in the division of civil service and legislation regulating its powers and duties. Senator Mulhern contended that the powers of the commission are too broad with no limitations whatever.

"Governor Allen reappointed Commissioner Goodwin," the speaker said, "and some time in the near future he must bear the responsibility."

Representatives Frank J. McFarland of Boston, Leo M. Birmingham of Boston and Tony A. Garofano of Saugus were all recorded in favor of the recommendations.

GLOBE 3/5/30 AM

MAYOR CURLEY WIRES DELEGATION AS TO GRANITE

If the new Postoffice building in Boston were built of New England granite and New England brick, Mayor Curley stated in a telegram he sent yesterday to all members of the New England delegation in the Senate and House at Washington, the cost would be less than if it were built of Western limestone. To save money the Federal authorities at present plan to construct the building of limestone.

In his telegram the Mayor also said: "The unemployment situation was not overrated by members of Massachusetts Legislature, representing both political parties, yesterday, when they declared that 75,000 persons were unable to secure employment in the Greater Boston area. Congress can aid materially in reducing the ranks of the unemployed by stipulating that the Boston Postoffice be constructed of material that is either quarried in New England or manufactured in New England, rather than permitting, on the specious plea of difference in cost, the substitution of limestone."

In the opinion of New England granite quarry men, the actual difference in cost between limestone and granite would not exceed \$500,000.

"The unemployment situation is serious and early and favorable action, which is possible through united efforts of the Massachusetts delegation in Congress, will be most helpful."

HERALD 3/5/30

BOSTON MASSACRE OBSERVANCE TODAY

Commemorative Exercises on
160th Anniversary

State and city will join with the National Equal Rights League and Race Congress today in commemorating the Boston massacre of 160 years ago when Crispus Attucks, a negro, was among the first group of martyrs to fall.

In the public schools, at the scene of the massacre at State and Exchange streets, Granary burying ground and the Declaration of Independence tablet on Boston Common there will be exercises of a nature to recall the death of the man whose memory is written in history.

Maj. Francis H. Phelan, representing Gov. Frank G. Allen and the state will place the state flag on the monument at 12:30. This will follow commencement of exercises at the scene of the massacre at 10:45 after which will follow the services at Granary at 11:15 and at the tablet at 11:45.

Mayor Curley will represent the city at the morning exercises and will send a representative to the evening services at Ruggles hall at the corner of Ruggles and Washington streets where leaders in all lines of patriotic effort will extol the heroism of Attucks and his followers. Descendants of the early New England negroes, Veterans of Foreign Wars, Ladies of the G. A. R., Boston Fusiliers, Ancient and Honorable Artillery Company and other organizations will send representatives to the various exercises which will be observed with half staffed flags on all public buildings.

RECORD 3/5/30

FERRY RATE CUT BLOCKED BY COUNCIL

Taking advantage of the absence of several councillors yesterday, Councillor Robert Gardner Wilson, Jr., opponent of Mayor Curley's reduction in ferry rates, secured a postponement of action until next Monday's meeting of the Boston City Council.

The council had just prior to this voted, 13 to 9, to approve the reductions. Meantime several left the chamber and, when Wilson discovered this he moved for a reconsideration, which was voted, 9 to 8. Then he had the measure tabled until the next meeting.

Smarting under this bit of quick thinking, Councillors Donovan and Dowd accused Wilson of attempting to form an "anti-Curley bloc."

He denied the accusation, saying he had always been in favor of making the ferries pay their way, whereas they have shown a deficit annually of \$750,000.

TRANSCRIPT 3/6/30

Curley Calls for Strict Economy

Urging strict economy in the use of public funds, rigid attention to duty and a far-seeing regard for the comfort of the citizens, Mayor Curley addressed his department heads this afternoon, practically all of them responding to the call to meet him in initial session.

The mayor talked plainly on city finance, reiterating his problems as presented by the legacies of the previous administration as well as those which will represent extensions of service in hospitalization, health and welfare and corrective institutions, and in the construction of streets. He would hold every man responsible for his particular work and school them in the saying of "No" when asked to respond to doubtful requirements.

Boston would be more than ever on public view during the tercentenary year, the mayor said, and every element in city service should reach the highest possible standards.

HERALD 3/8/30

\$16 TAX LIMIT BILL PASSED BY HOUSE

Boston Measure Before Senate
Early Next Week

The bill fixing a \$16 tax limit for the city of Boston this year was passed to be engrossed in the House of Representatives today without debate and was sent to the Senate immediately under suspension of the rules. It will be acted up there early in the week, the Senate, as usual on Friday, not being in session.

Representative Roland D. Sawyer of Ware attempted to get the House to substitute for an adverse report by a committee his bill to prohibit racial or religious prejudices in the appointment of employes by heads of state departments. He contended that there such prejudice, and referred to the department of State Auditor Alonzo B. Cook.

AMERICAN 3/6/30

Curley Seeks City Probe of Own Fires

Mayor Curley asked the legislative committee on public safety to favor a portion of the report of the special commission on fire prevention which would delegate to the city the authority to investigate fires occurring in the city.

Under the present laws the investigating is done by the State fire marshal's forces and it is Mayor Curley's belief that the members of the arson brigade now operating freely would not encounter so much success with the city ranging for its own interests.

TRAVELER 3/7/30

CONTRACT FOR MEMORIAL LET

Mayor Curley today approved a contract with John F. Paramino for the construction of the \$40,000 memorial to the founders of Boston, which will be located on the Beacon street slope of the Common, not far from Charles street. It is stipulated in the contract that the memorial, which has been approved by the art commission, must be erected before Sept. 15 in order that it may be unveiled and dedicated as a feature of the celebration of Boston day, Sept. 17.

GLOBE 3/6/30 PM

RED ROOSTERS COMING BACK, CURLEY DECLARES

A personal inspection of the ruins of the apartment house which was destroyed by fire this morning, with the loss of three lives and a long injured list, convinced Mayor James M. Curley that the fire laws needs revamping. he told the Legislative Committee on Public Safety this morning at the State House, speaking in favor of that portion of the report of the Special Commission on Fire Prevention, which confers sole authority on the city of Boston in investigating the causes of fire.

Like many other fires, that of this morning, according to the Mayor, started in the basement and worked up to the top floor before the persons in the building had an opportunity of escaping. He complimented the firemen for their work and stated that under the conditions it was due entirely to them than many more lives were not lost in the blaze.

"The Red Roosters, the followers of the arson brigade, who make it a business of dealing in buildings for the purpose of collecting insurance, are coming back, and the city of Boston wants the authority of again putting them out of business," Mayor Curley declared.

The arson ring of a few years back, in which 147 were indicted and a number sent to prison was recalled to the committee by the Mayor, who stated that arson is again increasing in Boston and Brookline. Houses are being bought from sidewalk real estate dealers for the express purpose of burning, he said.

After declaring that the fire losses

of Boston, including losses of all kinds, together with the costs of fire fighting, run to \$10,000,000 a year, or approximately a charge of \$1 a week for every family in the city, the Mayor said that he is vitally interested in any legislation which will reduce the losses.

"The tribute annually paid to King Fire is far greater than it should be," the Mayor declared. "The losses I have mentioned are too great a price to pay for the privilege of being an easy-burning city. Recommendations are before the Legislature for a revision of the fire laws. We are chiefly concerned about those portions of the revision relating to the methods of inspection and of prosecution. The fire of this morning brings out the same old story, the story of the failure to enact adequate legislation which will meet the situation."

The Mayor then called attention to the value of sprinklers in larger types of buildings. It is in such buildings, not the smaller ones, in which serious fires occur. Attention was called by the speaker to the action of the City Government in not codifying the laws relating to building; a phase of fire prevention which is extremely important, as brought out, he added, by today's fire.

The Mayor went on to speak about the "Red Roosters" and said that their activities could be met best by the Boston Fire Department, rather than the State marshal, being given supreme power in investigating work in the Hub.

MARCH ON STATE HOUSE

With Leo Conrad, John Herberts, Jack McCarthy and Roy Stevens, leaders and organizers of radical organizations, in the van, according to the police, followed by girls carrying placards, the march to the State House began.

Extra precautions had been taken earlier at the State House, Commissioner of Public Safety Alfred F. Foote having two state policemen posted in the Governor's office and the capitol grounds fairly under surveillance of plain clothes men.

There was no march to the Common from the headquarters of the various radical organizations in Harrison ave., because Sergt. McNeely of Station 4 went to Ben Gold, head of the Trade Union Unity League, shortly before the hour set for the mass meeting and warned him that if any attempt were made to parade, or to carry placards through the streets, all in line would be arrested.

CHILDREN BEAR BANNERS

The "red" went to the Common in small groups, finding a large crowd of the curious awaiting them, together with batteries of motion picture cameras, still cameras and the cordon of police.

Placards were given to 20 children to carry and they paraded around the Parkman bandstand with them. These placards read:

"Release Harry Canter, worker and fighter." (Canter was sentenced to jail for carrying a placard denouncing Governor Fuller as a murderer at the time of the Sacco-Vanzetti demonstrations.)

"Curley and Allen send the police to down the strikers." "Young Pioneers of America." "We want insurance against unemployment to be paid by the bosses."

PICKETING CONTINUES

John Herbert, of the Trade Union Unity League, in a speech from the bandstand, charged that the American Federation of Labor had failed to keep an agreement with the workers and was to be blamed for much of the unemployment.

Leo Grant, head of the Young Peoples' Communist League, declared nothing was being done by capital to relieve the situation.

Meanwhile picketing continued in Kneeland st. and Harrison ave., the garment strike zone, and as a precaution, there were 50 police in that vicinity.

The Worcester outburst came when 500 men who had gathered in various side streets near the center of the city, suddenly swarmed to the Common in the rear of City Hall.

FIVE ARE ARRESTED

Police rushed to the center of the crowd. The first man to mount a bench and start haranguing the throng was ordered down. He refused and was arrested. Two others, who defied the no-talk order, met the same fate. Two more were arrested when they jeered the police as the first three were being led away.

AMERICAN 3/6/30

Commissioner McLaughlin

Confirmation of His Appointment by Hired Hands of the State, a Reversal of Their Previous Decision

MEMBERS of the STATE Department of Civil Service and Registration, appointees of successive Governors, have at long last confirmed the appointment by the Mayor of Boston of Mr. Edward F. McLaughlin as Fire Commissioner.

Mr. McLaughlin's name was on the FIRST list of Curley appointments.

The Civil Service board REJECTED it, and being required to make no explanatory statement, made none.

McLaughlin was named for the same office on a SECOND list and the Mayor visited the State board to argue the matter.

Now, the appointee is said to have "passed," but again there is no explanation.

Which once more brings to the attention of the people of Boston the strange case of former Congressman Joseph A. Conry, respected citizen and able attorney, whom these STATE appointees have found unfitted for the post of Traffic Commissioner.

Nothing has been or can be said against Mr. Conry's character or ability. The place to which he was called by Mr. Curley was given by a REPUBLICAN mayor, only a few months ago, to one of the clerks in that gentleman's office. THAT appointment was confirmed instantly.

The affair of the Civil Service Commission and Joseph A. Conry begins to have an odor.

Mayor Curley Inspects 'Death Trap' Apartment House Fire Ruins



—Associated Press photo.

Mayor James M. Curley

Mayor Curley was at the scene of the South End fire disaster soon after the flames were under control and made an investigation in company with District Chief Downey. Mayor paid particular attention to a stairway that had been burned away, a possible escape from the upper floors. Deploing the loss of life he called attention to the need for sprinklers and other safeguards in such buildings.

Mayor Visits Fire Ruins, Deplores Laxity of Law

Mayor Curley reached the scene of the Clover Hotel fire soon after it was extinguished, going directly from his home in Jamaicaaway.

With Dist. Chief Thomas Downey he went through the ruins. Later he issued a statement expressing his sorrow and called attention to a letter he sent yesterday to the Boston Board of Fire Underwriters asking that that body support a law to compel fire sprinklers in buildings like that destroyed and also establish an independent arson squad.

Mayor Will Inspect Morgan Memorial

Mayor Curley was invited to inspect Morgan Memorial tomorrow, the birthday of Henry Morgan, founder. Mrs. Curtis Guild will also be a guest. Open house will prevail in the forenoon. The annual meeting will be held at noon, followed by a social hour and luncheon served by the Women's Auxiliary.

Exercises in the children's auditorium will be held in the afternoon. In the evening Arthur J. Davis, superintendent of the state branch of the Anti-Saloon League, will speak.

GLOBE 3/6/30 PM

MAYOR CURLEY LOOKING OVER FIRE SCENE WHERE THREE DIED



MAYOR CURLEY TALKING TO DEPUTY CHIEF DOWNEY AT
SHAWMUT-AV FIRE RUINS

TRANSCRIPT 3/6/30

Seek Authority to Amend Tunnel Bill

Authorization for an amendment to the bill to give the city of Boston the choice to build either a bridge or a tunnel across the harbor to East Boston was urged on the House committee on rules at a hearing on Mayor Curley's bill containing a provision for that legislation.

President Harriman of the Boston Chamber of Commerce, Representative Charles S. Sullivan, Jr., of Charlestown, F. H. Fay of the Boston planning board and Thomas H. Bilodeau, Boston's legislative agent, favored the amendment and all agreed that the question of whether it should be a bridge or a tunnel now has simmered down to a question of cost with a reservation regarding the requisite restrictions for a bridge which may be imposed by the War Department.

Curley Orders City Inquiry on the Fire

Mayor Curley visited the scene of the fire at nine o'clock this morning, being shown over the building by the fire chiefs and later asking them to co-operate with the Building Department in a thorough investigation. He declared the fire to have been extremely suspicious.

On his arrival at City Hall he asked for all data in the Building Department bearing on the building, finding that it was erected fifty years ago by George U. Crocker, former city treasurer, and his brother Uriel; that ownership had been transferred several times and that within the last few years the department had investigated certain complaints.

One complaint was that the means of egress were insufficient, on which the city inspector reported that the front and rear staircases were sufficient under the law. Another complaint was that the building should have a sprinkler system, but was found that it just came within the law.

TRANSCRIPT 3/6/30

Mayor Curley in Praise of Art Week

Mayor Curley today praised the efforts of the Boston Chamber of Commerce in conducting Art Week in Boston. In a letter addressed to the committee on industrial and civic art, under whose auspices this effort is being carried on, Mayor Curley said:

"It may at first blush be thought that the business of the Chamber of Commerce should naturally confine itself to the development of industry and commerce expressed in terms of material things, but when we consider that these material achievements are the work of man, that the greatest thing in the world is man, and that the greatest thing in man is mind, it is seen that these results are not full and complete unless they represent beauty and perfect taste. Russia, I think it is, says: 'Life without art is guilt; industry without art is brutality,' and, therefore, it is particularly fitting that the Chamber of Commerce, representing all that is high and noble in industry, should take a keen interest in the celebration of Art Week in the city of Boston. Boston has ever been the home of the arts and the sciences. I believe that it has not fallen from its high estate, and that its duty is to maintain, undimmed, the glory of the past in whatever makes for beauty in all its forms. I am so much interested in the celebration of Art Week that I fully endorse the action of the Chamber in placing it among its first activities.

"New buildings rising from year to year represent the highest form of architecture and challenge the structures of the early days, which became models of the builder's art for all time. Art museums exhibit what is best in painting and sculpture to the eyes of an appreciative public. The exhibits in the windows of our great business concerns reveal the highly artistic views of the merchants, and a conviction that goods must be exhibited in attractive form.

"The fine spirit of co-operation existing among the museums, the merchants, the manufacturers and business organizations, the art schools and women's clubs, is evidenced by the setting off of one whole week for emphasis upon art in all its forms. With this spirit the Chamber of Commerce shows a whole-some and charming sympathy. When art unites with industry in a community, there can be no question of failure, and the dream of the Chamber of Commerce expressed in its motto, 'I dreamed a city invincible,' becomes a reality."

Acid Test Ready for City Hall

An acid test will soon be applied to City Hall. Politicians will say that the Finance Commission has been in that business for many years without real effect. But this is an altogether new process for the political center of Boston. It is a process to remove dirt, not from the interior of the building, but from the outside. It will cost \$2000, and the M. M. Devine Company, which received the contract today, promises a clean job. It will take three weeks.

GLOBE 3/6/30 PM

AMERICAN 3/6/30

FIRE COMMISSIONER'S INITIATION REAL ONE

McLaughlin in Midst of Action at Shawmut Av —
Didn't Mind Drenching



JAMES J. DONOVAN, AID, AT LEFT, AND COMMISSIONER
EDWARD F. McLAUGHLIN AT HIS FIRST FIRE OFFICIALLY

Edward F. McLaughlin, who was sworn in as Fire Commissioner yesterday afternoon, received his initiation in active service this morning.

The new commissioner arrived at the scene of the Shawmut-av blaze on the third alarm, and remained throughout the fire. Most of the time he stood near Chief Daniel F. Sennott in the center of activities.

Commissioner McLaughlin received

a thorough baptism, but he didn't seem to mind the drenching he got. Firemer offered him a raincoat. The first one didn't fit. The commissioner smiled and handed it back. Another coat was procured, and this proved a perfect fit.

The commissioner's aid, James J. Donovan, stood close to him, explaining technicalities of fire fighting. The commissioner proved an apt pupil.

CURLEY ASKS CHANGE IN FIRE LAWS

Mayor Warns of "Red Roosters"; Wants City Given
Right to Probe Cases

Mayor Curley today warned the legislative committee on public safety that the "Red Roosters," followers of the arson brigade who dealt in real estate for the purpose of collecting insurance are again invading Boston.

He demanded that the law be changed to give Boston sole authority in the investigation of fires. The fire investigations are now made by the state fire marshal's office.

The authority asked for by the mayor is one of several recommendations recently made by a special commission which studied the fire statutes of the state.

Arson is increasing in volume both in Boston and Brookline, the mayor said.

RECALLS OLD RING

He then recalled the activities of the arson ring which flourished in Boston some years ago, in which buildings were bought from sidewalk real estate dealers for the express purpose of burning. At the time, he stated, 147 persons were indicted for arson and a number sent to prison.

Now that the activities of the firebugs are becoming again pronounced, he said, it is time to give Boston the responsibility of investigating fires of suspicious or incendiary origin. The local fire officials, he argued, are in a better position to make these probes than the state fire marshal with his limited force.

LOSSES IN MILLIONS

He pointed out that the fire losses of Boston together with the costs of fire fighting run to \$10,000,000 a year, which amounts to approximately a charge of \$1 a week for every family in the city.

"I am vitally interested in any legislation which will reduce these losses," he said. "The tribute annually paid to King Fire is far greater than it should be. The losses I have mentioned are too great a price to pay."

In the larger type of buildings, the mayor held, sprinkler protection is vital.

TRAVELER 3/6/30

Big Health Conference in Tercentenary Plans



DR. CLARENCE C. LITTLE



DR. GEORGE H. BIGELOW

Will Be Held at the Statler April 14 to 18—National
Experts to Lead Clinics and Lectures—Mayor
and Governor to Speak

Twenty sessions covering every phase of public health, and participated in by a host of physicians, surgeons and dentists of nation-wide prominence make up the major program of lectures and clinics of the 8th New England Health Institute to be held at the Statler Hotel, April 14 to 18 inclusive.

As a phase of the tercentenary celebration leading medical authorities regard this far-reaching and remarkably inclusive program as a feature which of itself will attract a host of public health experts and members of the medical profession from all parts of the country.

FROM ALL OVER U. S.

The New England Health Institute is now one of the permanent activities for advancement of problems of health; one which has increased in importance from year to year and one which has the sponsorship of all the health departments of the six New England states as well as of the federal health service, local health boards and schools, colleges and professional societies.

Thousands of men and women, leaders in the work of advancement of medical welfare work and public health activities in this part of the country and others from more distant states will share in the work of the extended program.

During the five-day gathering special clinics will take place in practically all the hospitals of the city. The Harvard and Tufts dental schools and the Forsythe Dental Infirmary will provide

clinical demonstrations under the direction of leading dentists and dental surgeons.

FOR MIDDLE AGE

A particular phase of the gathering will be special consideration of the diseases of late middle life which kill over 60 per cent. of all persons. The extent, economic distribution and control of such diseases will be taken up in lectures and by means of clinical demonstrations.

Sections include those of child, dental, mental and industrial hygiene, communicable disease, hospitals, nursing, public health education, tuberculosis, public health social work, sanitary engineering, venereal disease, administration, federal, state, city, and rural health service, food and drugs, laboratory and nutrition.

Speakers include Surgeon-General Hugh Cumming, Drs. Elliott P. Joslin, Richard C. Cabot, Joseph Colt Bloodgood, Herbert L. Lombard, Wilton J. Rosenau, Charles F. Wilinsky, Clarence C. Little.

GOV. ALLEN TO SPEAK

Gov. Allen and Mayor Curley are among the speakers who will participate at the institute dinner and dance which takes place on the evening of April 15.

Registration will be at the Statler Hotel or by applying to the state department of public health, 315 Ford building, 15 Ashburton place.

Members of the executive committee comprise State Health Commissioner Dr. George H. Bigelow, Drs. M. Luise Diez, Mary R. Lakeman, Clarence L. Scamman and Miss Mildred E. Kennedy, secretary.

CURLEY SOUNDS ARSON WARNING

Urges Boston Be Given
Sole Right to Investi-
gate Fires

Arson is increasing in Boston and Brookline, Mayor Curley said today.

Addressing the legislative committee on public safety, he recalled the activities of an arson ring which flourished in the city some time ago.

"The red roosters, the followers of the arson brigade who make it a business of dealing in buildings for the purpose of collecting insurance, are coming back, and the city of Boston wants the authority of putting them out of business," the mayor said.

The authority, under the terms of the bill recommended by the fire prevention commission, would take the investigating power from the state fire marshal's office and give it to the city fire department.

\$2000 TO WASH CITY HALL'S FACE

In three weeks the exterior of City Hall will be spick and span for the vanguard of Tercentenary visitors. Mayor Curley today approved a contract with M. M. Devine Company of Boston to clean the building with acid. The cost will be \$2000.

AMERICAN 3/6/30

CURLEY LAUDS ART WEEK

"I am so much interested in the celebration of Art week that I fully indorse the action of the Boston Chamber of Commerce in placing it among its first activities," said Mayor James M. Curley in praising the efforts of the chamber in conducting Art week in this city.

In addition he said:

"The fine spirit of co-operation existing among the museums, the merchants, the manufacturers and business organizations, the art schools and women's clubs, is evidenced by the setting off of one whole week for emphasis upon art in all its forms. With this spirit the Chamber of Commerce shows a wholesome and charming sympathy.

"When art unites with industry in a community, there can be no question of failure, and the dream of the Chamber of Commerce expressed in its motto, 'I dreamed a city invincible,' becomes a reality."

HERALD 3/6/30

MAYOR CURLEY BOOSTS MEDICAL CENTRE FUND



Mayor Curley receives miniature copy of The Herald and in return gives a check for the New England medical centre fund to Mrs. Hugh Bancroft, chairman of the women's committee. Ralph Lowell, chairman of the men's committee, is shown at the right.

Mayor 'Buys' First Miniature Copy Of Herald to Aid N. E. Medical Centre

Mayor Curley yesterday bought from Mrs. Hugh Bancroft the first copy of a miniature edition of The Boston Herald, prepared and published by the New England Medical Centre Fund.

It was not the intention of Mrs. Bancroft, acting chairman of the women's committee of the fund, to exchange the miniature Herald for a check for \$100, but Mayor Curley quickly disclosed his intention of becoming a purchaser instead of a recipient of a gift, and converted what otherwise would have been an informal meeting, into several minutes of banter and pleasantry.

"Try and negotiate this piece of paper of mine," said the mayor, and Mrs. Bancroft quickly replied: "Oh, I'll take a chance of its acceptance any time."

"Yes," said the mayor. "Try it now and you won't be disappointed. It is after 3 o'clock."

"I certainly did not come to sell the first copy of The Herald," explained Mrs. Bancroft, which led the mayor to retort: "I'm strongly in favor of an exchange of that paper for my check, with the reservation, of course, that you negotiate my paper."

Mayor Curley made brief reference to the value to Boston of the proposed medical centre, and reiterated his oft-expressed deep interest in hospitalization facilities.

Mrs. Bancroft was accompanied by Ralph Lowell, chairman of the men's

committee of the fund. The miniature copy of The Herald, which bears a strong family resemblance to the regular edition, was distributed last night to 15,000 men and women in New England to arouse their interest in the \$1,500,000 fund which will permit consolidation of the Boston Dispensary, Floating Hospital and Tufts College medical school into the New England Medical Centre.

The following subscriptions, many of them obtained by the committee, are announced:

\$2500—C. E. Riley.
\$2000—Miss Elizabeth G. Houghton, Mr. and Mrs. George P. Gardner.
\$1500—William Power Blodget.
\$1000—Mr. and Mrs. Bayard Tuckerman, Mr. and Mrs. Dudley L. Pickman, Edward H. Osgood, Herbert M. Sears, Mrs. T. Jefferson Coolidge.
\$500—Edward P. Alford, Miss Alice P. Tapley, Miss Nellie P. Carter, Mr. and Mrs. H. Wendell Endicott, William H. Coburn, Mrs. Robert W. Emmont, Mrs. Norman E. Greeley, Miss Elizabeth B. Ely.
\$250—Miss Frances C. Sturges, Anonymous, John L. Grandin, William Gilmour, Mr. and Mrs. M. O. Whiting, Mrs. George E. Warren, Mrs. George E. Carter, Mrs. Charles W. Taintor, Mr. and Mrs. John F. Moors, Lindsey Lorine.
\$100—Mrs. W. H. Lyon, Eugene B. Bowen, J. Howard Leman, Mrs. John M. Little, D. E. Manson, Mr. and Mrs. Edward B. Bayley, Mrs. Edward S. Brown, Dr. and Mrs. Walter C. Bailey, Mrs. Alexander Forbes, George H. Crocker, Channing H. Cox, Charles B. Jopp, James N. Clark, Mr. and Mrs. Carl T. Keller, Guy M. Winslow, Miss Lydia L. Cummings, Marian E. W. Brown, Miss Helen E. Swann, Dr. Harry Linenthal, Stephen Paine, Dr. George E. Perkins, Arthur S. Johnson, Mrs. George McCarthy, Mrs. Oliver Ames.

LEGION OPENS DRIVE FOR \$100,000 FUND

**\$15,000,000 Will Be Spent Here
At Convention, Bacon Says**

The American Legion convention here in October this year will mean a profit of \$15,000,000 to business in Boston according to Gaspar G. Bacon, president of the state Senate, who issued estimates yesterday at a meeting and luncheon held at the Parker House. The meeting was for the purpose of organizing the committee and starting the campaign for \$100,000 which the legionaires seek as a fund for the proper entertainment of the city's guests and the arrangement of an appropriate program.

Col. Carroll J. Swan, president of the 1930 National Convention Corporation, backed up Senator Bacon's estimate of \$15,000,000, which is based on an attendance of from 300,000 to 350,000 for a five-day period.

Col. Swan said that \$10 per day per person is a conservative estimate of what would be spent during the convention. With 300,000 persons attending this would show a spending of \$3,000,000 per day. The convention proper will be in progress for four days, from Monday to Thursday, Oct. 6 to 9. But in addition perhaps most of the visitors will arrive in Boston the day previous, Sunday. If the number of visitors reaches 350,000 the figure will be materially increased.

For the benefit of business men, to protect them against unauthorized collectors or solicitors Senator Bacon issued a statement that there will be no solicitation for funds other than that through the members of his finance committee and that furthermore, under present plans there will be no paid advertisements in the official program for the convention.

Senator Bacon in drawing the lines of his campaign outlined a two-fold idea, announcing previously that already there have been a few contributions to the fund. Under his plan there will be one group of committee members, who will solicit the various business concerns, according to classification. Thus business concerns will be divided into groups according to their type of business and men will be assigned to each group for solicitation.

Then there will be another group of committee members, who will work upon the basis that they are to be responsible for the raising of \$1000 each.

Already Col. Swan said there is great interest in the convention. "It will be the biggest of its kind we will ever see here or ever have seen. It will probably be the only affair of its kind that Boston will see in our generation. Persons will come from all parts of the world. We want to send every one away from here feeling that Boston shows the warmest hospitality in the world and that the Boston people are the finest in the world."

"There is little doubt that it will be the biggest national convention of the legion yet held. Boston is looked upon as the most historic spot in our country and this will serve to attract many. With the Tercentenary being held there is added incentive, so that the convention will be the biggest thing of its kind ever." Among those who attended the luncheon besides Sen. Bacon were, Harcourt Amory, Thomas S. Blumer,

Sherman Bowles, Ralph Eastman, Gen. Garland Fish, Francis Gray, Robert Homans, Hon. Robert M. Leach, Hon. John C. Leggett, John J. O'Connell, commander of Mass. dept. A. L. Edgar Pinto, Slater Washburn, John Winston, Carroll Swan, Col. Root, George W. Bentley, Jr., Bayard Tuckerman and Charles A. Coolidge, Jr.

\$16 TAX LIMIT BILL REPORTED

**Committee Favors Measure
Fixing Figure for Year**

With two dissenters the legislative committee on municipal finance yesterday reported a bill fixing the tax limit for the city of Boston at \$16 for one year. The committee previously had voted to establish the same limit for a period of three years, but because there were seven dissenters from that decision, the original report was discarded and yesterday's substituted.

The two dissenters are Representative Dexter Snow of Westfield and Renton Whidden of Brookline.

Mayor Curley filed two petitions, one calling for the repeal of the law under which the limit is fixed by the Legislature and the other authorizing the city council, with the mayor's approval, to make the required appropriations for municipal purposes.

Senator Frank W. Osborne of Lynn, chairman of the committee, issued a statement explaining the position of his associates on the new bill.

FAIL TO AGREE ON GOV. SQUARE SUBWAY

**Conference to Continue Today at the
State House**

Two proposals for the construction of an elevated railroad subway under Governor square were advanced yesterday at a conference at the State House of General Court, city of Boston and Boston Elevated representatives, but no agreement was reached.

One proposal calls for rental of 4½% to be paid by the Elevated with any deficit falling on the company to be paid by cities and towns in the metropolitan transit district. The other provides that the supreme court shall decide what the cities and towns shall pay toward the improvement.

Legislation will be drafted by the corporation counsel of Boston and the counsel for the Elevated trustees for presentation at a resumption of the conference today. Public hearings will be conducted to hear the views of the taxpayers who will be involved.

McLAUGHLIN SWORN IN AS FIRE COMMISSIONER

Fire Commissioner Edward F. McLaughlin devoted his first day in office, yesterday, to affixing his signature to the department payroll and making the acquaintance of the permanent staff at the Bristol street headquarters.

His visit to the city clerk's office to take the oath of office, administered by Asst. Clerk John B. Hynes, attracted the largest gathering which has ever attended such a ceremony.

BOSTON MASSACRE MARTYRS HONORED

**Mayor Flays Segregation of
War Mothers**

Tribute to patriot martyrs and particularly to Crispus Attucks, colored leader who was first to fall, marked the observance of the 160th anniversary of the Boston Massacre in this city yesterday.

The exercises began at 10:45 A. M. at the scene of the massacre, State and Exchange streets; continued at the Attucks grave in the Granary burying ground and at the Declaration of Independence tablet on Boston Common.

Mayor Curley, speaking on the Common, expressed his pleasure, in behalf of the city, in laying a wreath "symbolic of the men of a race who helped make possible by a baptism of blood the organized revolt and laid the foundation of the United States of America."

The mayor then flayed the proposed segregation of negro war mothers for whom is planned a pilgrimage to France on a separate ship. He declared that absolute equality should be the recognized order and rule of the life in this country and urged a broader, more liberal, more humane spirit and temper than has been displayed in recent years.

BRIDGE, IN PLACE OF TUNNEL, URGED

**Harriman Among Those Favoring
Amendment to
Tube Bill**

Authorization for an amendment to the bill to give the city of Boston the choice to build either a bridge or a tunnel across the harbor to East Boston was urged on the House committee on rules yesterday at a hearing on Mayor Curley's bill containing a provision for that legislation.

President Harriman of the Boston Chamber of Commerce, Representative Charles S. Sullivan, Jr., of Charlestown, F. H. Fay of the Boston planning board and Thomas H. Bilodeau, Boston's legislative agent, favored the amendment and all agreed that the question of whether it should be a bridge or a tunnel now has simmered down to a question of cost with a reservation regarding the requisite restrictions for a bridge which may be imposed by the war department.

If the war department insists on a height of 150 feet for the bridge, the tunnel will automatically be accepted, but there was optimism expressed that the department will accept a bridge 135 feet in height.

Mr. Harriman told the committee that the cost of a four-lane bridge with a six-foot sidewalk would be \$16,000,000, while the same amount will be required for a two-lane tunnel.

BOSTON

RECORD 3/6/30

spindles operated in the United States are located in Massachusetts and nearly one-half of the entire number operating in the United States are located in New England.

The City of Boston, in the event that the cities and towns within what is commonly termed the Metropolitan Area be included, will represent an area of 409 square miles, with a population approximating two millions of persons.

Boston harbor covers an area of 30,000 acres, with 40 miles of berthing space and the largest drydock in the United States. Boston is not only the center of the paper trade but is the largest wool center in the world; one storehouse alone having capacity for one hundred million pounds.

Boston boasts the largest fish freezing, cold storage and fish pier in the entire world. New England is the largest center and market for leather and shoe industries and demands that measure of protection from Congress in the enactment of tariff legislation that will conserve an industry which is the principal source of livelihood in many towns of New England; namely, the boot and shoe industry.

The citizenship of Boston are incensed, and rightly so, at the proposal to construct the Boston postoffice of material that is not indigenous to the soil of New England, in view of the fact that, from the beginning of government in the United States, the quarrying of granite has been conducted successfully and the manufacture of brick has been an equally important industry.

To reject New England building material on the grounds of economy is to set up a case on false premises, since a postoffice constructed of granite and New England brick can be produced at a lower cost than one built with Indiana limestone.

BOSTON SEEKS NO SPECIAL FAVOR AT THE HANDS OF THE NATIONAL LAW MAKING BODY, IT DEMANDS JUSTICE AND ACTION.

There is no way to justify a failure to protect New England's leading industry, boots and shoes, regardless of the desire of international bankers to safeguard their investments in high yield foreign securities.

THE DUTY OF CONGRESS IS TO LEGISLATE FOR AMERICA AND AMERICAN WORKERS UNLESS THEY WISH TO SUBSTITUTE THE DOLE SYSTEM, SOUP KITCHEN, AND THE BREAD LINE, FOR CONTENTED AMERICAN WORKERS.

MAYOR RAPS COLOR LINE IN PILGRIMAGE

Racial discrimination between white and colored Gold Star mothers on the pilgrimage abroad this coming summer was scored by Mayor Curley yesterday during exercises in commemoration of the Boston Massacre, held on the Common.

"This is a nation of the people, by the people and for the people," the mayor said, "it cannot remain such if we are to discriminate between the color of the mothers who gave their sons in the common cause."

The mayor's plea for racial equality on the pilgrimage was upheld by William H. O'Brien of the public works department, who also attacked the scholastic veracity of what he termed "quick lunch historians."

A large throng gathered on the Common prior to the speeches, and all present stood in respectful silence while Mayor Curley placed a wreath at the foot of the monument to Crispus Attucks, colored martyr who fell under the volley of British muskets just 160 years ago.

Additional exercises were also held at the grave of Attucks in the Old Granary Burying Ground.

City Seeking Ban On 81 Buildings

Injunctions to restrain 64 owners of 81 buildings in Boston from using, occupying or conveying their properties until alleged violations of the building law have been removed, were asked of Judge Cox in Superior Court yesterday by Asst. Corp. Counsel Leo Schwartz.

Complaints include failure to install sprinklers, provide fire escapes, and also making repairs and changes on buildings without authority of the building department.

HERALD 3/6/30

MAYOR THANKED FOR LONG WAIT IN 1925

Future Expansion of Boston S. S. Service Possible

Lt.-Col. E. Radcliffe Cooper, a member of the London City Corporation and the chief representative of the Hamburg-American Line in England and Ireland, yesterday expressed to Mayor Curley appreciation for a courtesy which he extended in December, 1925, when he waited at the Boston pier to open the Boston-England service with the sailing of the Thuringia. Because of fog the liner was delayed, but the mayor did not abandon his plan.

Lt.-Col. Cooper, who has been making a survey of port conditions in New York and Boston, obtaining information upon which future expansion of the Boston service may be ordered, was accompanied by Daniel J. Harkins, New England representative of the Hamburg-American Line.

THE CORNERSTONE

Mayor James M. Curley, in his private office in City Hall, dictating his editorial for the Boston Daily Record to John A. Sullivan of his secretarial staff.



(This is the sixth in a series of editorials based on the belief that New England is no mere corner but rather the CORNERSTONE of the United States and that her demands must receive due consideration at Washington. Today's editorial was written for the Boston Daily Record by the Mayor of Boston.)

BY MAYOR JAMES M. CURLEY

The bulk of New England's contribution to the onward and upward march of humanity is measured in accomplishments for the good of mankind rather than in the dollar standard. The part played in this soul-trying journey by Boston has, through the providence of Almighty God, been greater than any other section of New England.

Our own Ralph Waldo Emerson, in a tribute to the capital city of New England, has stated:

*"This town of Boston has a history. It is not an accident, not a windmill, or a railroad station, or a cross-roads tavern, or an army-barracks grown up by time and luck to a place of wealth; but a seat of humanity, of men of principle, obeying a sentiment and marching loyally whither that should lead them; so that its annals are great historical lines, inextricably national; part of the history of political liberty. I do not speak with any fondness, but the language of coldest history, when I say that Boston commands attention as the town which was appointed in the destiny of nations to lead the civilization of North America. * * **

"Here stands today as of yore our little city of the rocks; here let it stand forever, on the manbearing granite of the North! Let her stand fast by herself! She has grown great. She is filled with strangers, but she can only prosper by adhering to her faith. Let every child that is born of her and every child of her adoption see to it to keep the name of Boston as clean as the sun; and in distant ages her motto shall be the prayer of millions on all the hills that gird the town, 'As with our Fathers, so God be with us!' Sicut Patribus, Sit Deus Nobis!"

The question that concerns us in the present hour is as to the future; how the problems as they unfold may be met and overcome and how the government established by the fathers may, at the termination of our existence, be passed on to posterity, stronger, purer, and more fruitful of promise than they were received by us in our day and generation.

New England, steeped in the history of popular government, cannot view with equanimity the existence of blocs in our national lawmaking body, where, through sheer numbers in Congressional representation, legislation is enacted for a part of America rather than for the Nation as a whole.

Every thoughtful citizen sympathizes with the farmer in the unfortunate dilemma which has existed for the past few years and is desirous of providing relief, if it is possible to extend same without impairing the form of character of representative government.

Thrift and a willingness to work and a faith in our common country are the recognized fundamentals responsible for the fact that thirty-six per cent of the Nation's mutual savings deposits are to be found in New England savings banks, notwithstanding the fact that New England represents but two per cent of the Nation's area and seven and one-half per cent of its population.

To those who are apprehensive as to the future of New England it is only necessary to refer to the bank clearings in the City of Boston in the ten-year period from 1917 to 1927, which show an increase of \$14,279,710.274.00. or a gain of 117.16%.

New England produces one-third of the footwear made in the United States, or enough shoes to provide one pair for every man, woman and child living in the United States. One in every three of the cotton

GLOBE 3/6/30

CONGRESSMEN HELP FIGHT FOR GRANITE

McCormack, Connery and
Tinkham Wire Curley

Mayor Trying to Have Local Stone
Used in Boston Postoffice

Mayor Curley has received telegrams from Congressmen McCormack, Connery and Tinkham declaring they would help the Mayor in his efforts to have the Federal Government substitute granite in the construction of the Boston Postoffice instead of limestone as the plans now call for.

The Mayor received a communication yesterday from the Journeymen Stonecutters' Association of North America in which he was thanked for his efforts to insure local labor for the production of the Postoffice material. The stonecutters called his attention to cast granite, which, they declared, if used for the lower part of the building would not only meet with Federal economy plans but would produce an enduring monument, architecturally harmonious, and offer employment to several thousand men now idle in the Boston district.

Inclosed with the communication to the Mayor was a copy of a letter sent to United States Senator David I. Walsh which said:

"We wish to respectfully call your attention to the fact that we represent approximately 75 percent of labor involved in the cast stone industry in this district, involving over 2000 men, and represent at least 11 concerns in the Boston district alone. Incidentally, 90 percent of all stonecutting in the Boston district is on cast stone."

CURLEY AFTER LOWER FIRE INSURANCE RATES

Mayor Curley, in a letter yesterday to John H. Eddy, president of the Boston Board of Fire Underwriters, declared he was extremely desirous of learning what the city of Boston can do in the fire prevention line to secure a reduction in fire insurance rates.

The Mayor wrote that in his opinion the city has done about everything within reason for the prevention of fire and now he was making available \$10,000 for the codification of the building laws, with a view to make the building regulations strict and to provide for the installation, in a larger degree, of slow-burning and non-inflammable materials in construction.

OLD NAMES TO MARK STREETS THIS YEAR

The street commissioners of the City of Boston yesterday made public a contribution to information for

COL COOPER OF LONDON VISITS MAYOR CURLEY

Lieut Col E. Radcliffe Cooper, London City Corporation member and chief representative in England and Ireland of the Hamburg-American line, who has been making a special survey of Boston port conditions with a view to expansion, called on Mayor Curley yesterday.

The visitor recalled the action of Mayor Curley in December, 1923, when he waited for six hours at the pier in Boston to officially open the service between Boston and English ports with the sailing of the Thuringia. Fog delayed the liner, but the Mayor remained at the pier, and Col Cooper expressed to the Mayor the appreciation of executives of the steamship line.

Col Cooper was accompanied by Daniel J. Harkins, New England representative of the Hamburg-American Line.

GOVERNOR SQ SEES 40,000 CARS A DAY

No Real Traffic Jams as
Autos Are Counted

Governor sq congested by automobile traffic? Not at all.

Kept in the proper alley by markers and policemen, 40,000 cars a day move through the square—Boston's great focal point for vehicular traffic from the West—and think nothing of it.

In fact, no automobile is tied up in the square longer than 90 seconds, sometimes much less.

Figures taken yesterday by 24 men show there are no traffic jams of consequence in the five-way square. At least, there were none yesterday, during the 10 hours the men kept their watch.

The 40,000 cars passing through the square during the day is an increase over previous years by several thousands.

Col Thomas F. Sullivan, acting traffic commissioner, ordered this investigation yesterday, in cooperation with the Boston Transit Department, so that figures will be available in connection with the proposed plan to extend the Boylston-st subway beyond Governor sq, and also to obtain accurate figures to use in computing the time for changing the lights on the new automatic traffic lights on Commonwealth av.

visitors to Boston during the Tercenary celebration. The plans of the commissioners call for the making and placing in position of temporary signs, designating the original names of Boston thoroughfares, which have changed names since earlier days.

The list submitted to Mayor Curley yesterday contained the names of 108 thoroughfares that will call for temporary marking.

SENDS HIS FLOWERS TO INJURED FIREMEN

First Official Action of
Commissioner McLaughlin

Remembers Families, Church Also
—Says There's to Be No Change

Fire Commissioner Edward F. McLaughlin's first official act, after assuming charge at the Bristol-st headquarters yesterday, was to send baskets of flowers to all Boston firemen who are in hospitals suffering from injuries received while on duty. There are six in the City Hospital, one in the Massachusetts General Hospital and one in the Haymarket Relief Hospital.

Several huge bunches were sent to the Immaculate Conception Church on Harrison av, where a Novena of Grace is being held.

When Commissioner McLaughlin walked into headquarters he was greeted by Chief Daniel F. Sennott, who has been acting commissioner.

"Chief," said the commissioner, "I am very happy to be here with you, but before we go any further how many injured men have you in the hospital?"

"Eight altogether."

"My first order to you is to have these flowers that have been sent here by my friends taken to the men in the hospitals."

"And some to the Immaculate Conception Church," suggested the chief.

"Yes," answered the commissioner, "send some there too, and also see that more are sent to the members of the families of the firemen who are ill."

"By the way, chief," he added as he shook hands with the various higher officers who were being introduced to him, "there won't be any changes around here. All you men know your business and I am sure that you will help me to make conditions even better in the Fire Department, and to make it even more efficient than it is today."

"The chief here," he placed his hand on Sennott's shoulder, "is a good man and he will take care of things in the future as he has in the past."

During the day a large number of the new commissioner's friends paid their respects to him at headquarters.

McLaughlin was sworn in as Fire Commissioner in the city clerk's office by Wilfred J. Doyle, assisted by John B. Hynes, assistant clerk. Before being sworn in the Fire Commissioner visited Mayor Curley and was congratulated.

State Fire Marshal John W. Roth has written to Mr. McLaughlin, extending his congratulations and expressing his wishes for "the best and most successful years" of Mr. McLaughlin's life as Fire Commissioner. He assures the commissioner of his cooperation.

LEGISLATORS ATTACK CIVIL SERVICE RULES

Oral Tests, Educational Qualifications Opposed

Goodwin Says Removal by Suspension Is Backbone of Service

Spirited discussion took place yesterday afternoon before the Legislative Committee on Civil Service when the committee took up the recommendation of the special commission appointed to study Civil Service laws that no person shall be eligible to take an examination because of lack of educational qualifications. Another recommendation considered was that oral examinations be dispensed with for promotions.

Representative Francis J. Hickey of Dorchester said the first recommendation would allow any practical person to take an examination, even though he might not have had a high school or even a grammar school education.

Representative James J. Tynohig of South Boston supported the proposal, saying he might have been barred from the Legislature if the present system were in force on members of the General Court.

Senator James J. Moran of Mansfield, chairman of the special commission, Representative Daniel F. Moriarty of Lowell and J. M. McCauley of Revere, favored elimination of oral tests.

Personality, Says Goodwin

Commissioner Elliot H. Goodwin said the bill would take away a power the commission has exercised since its existence. He said the commission has no desire to exclude the self-educated man, but that there are positions which do require educational qualifications.

He said the determination of qualifications for various positions has been undertaken by the Commission on Administration and Finance. The purpose of the oral examination is to obtain a much-needed idea of the personality of the applicant.

Senator Newland H. Holmes of Weymouth, a member of the committee, was incensed over rejection of an applicant whose experience was such as to entitle him to appointment, he said.

Commissioner Goodwin told Senator Holmes that if he would turn over the name of the applicant he would look into the case.

Representative Albert L. Sotter of Gardner said a Gardner appointee had been turned down as the result of an oral examination which should not be material in the selection of appointees, in his opinion.

Would Take Away His Power

Commissioner Goodwin sharply attacked the recommendation of the special commission that "no suspension of a person in the classified Civil Service shall operate as a separation from the service, and upon good cause shown, an appointing officer or board may reinstate in the same position or in a position in the same class or grade

any person who has been so suspended."

At present the return of the man to the service is determined by the commissioner. Mr Goodwin said the present method is the backbone of Civil Service and he alleged that political pressure would control suspension cases if the change were made.

TWO PLANS ON GOVERNOR SQ SUBWAY COST HEARD

Another conference on relief of congestion at Governor's sq was held yesterday by representatives of the Legislature, city of Boston and the Boston Elevated Railway.

It is said two plans may be suggested, one for payment of rental of 4½ percent by the Elevated on any new subway constructed at or near that point, and any deficit to be met by cities and towns in the metropolitan district.

The other plan is that the Supreme Court decide what portion, if any, of the cost shall be borne by the cities and towns.

Senator Warren of Arlington, Representatives Gilman, Hays and Tynohig of Boston, Mayor Curley, H. Ware Barnum, counsel to the trustees of the Elevated; Charles H. Cole, Edward A. Whiting and Henry I. Harriman of the trustees were among the conferees.

VOTES FOR TAX LIMIT \$16 FOR ONE YEAR

The Legislative Committee on Municipal Finance yesterday reported out a bill fixing the tax limit of Boston at \$16 for one year, 1930.

Mayor Curley had filed two petitions, one for repeal of the law under which the limit is fixed by the Legislature, and the other authorizing the City Council, with the approval of the Mayor, to make the necessary appropriations for municipal purposes.

The committee had previously reported, by a bare majority, a bill fixing the tax limit at \$16 for the years 1930, 1931, and 1932, but the matter was afterwards recommitted.

Senator Osborne of Lynn, chairman of the committee, said the figure is "clearly in excess of the city's needs—a figure which may not be exceeded, but which cannot be construed as an invitation to spend such an amount.

"It should be clearly understood that this maximum tax limit of \$16 is not an increase of \$3.25 over the precise limit of \$12.75 in 1929, as the tax limit used by the city in 1930 will undoubtedly not exceed \$14.75 and may be less."

MAYOR CURLEY INVITED TO CHARLESTON OBSERVANCE

The 250th anniversary of the establishment of Charleston, S. C., on its present site and the 250th anniversary of the founding of the Province of Carolina, will be observed on April 10 to 13.

Thomas P. Stoney, Mayor of Charleston, has invited Mayor Curley to attend the celebration. All South Carolinians in this section are urged by Mayor Stoney to attend the celebration.

CURLEY DEPLORES NEGRO SEGREGATION

Mayor Refers to Voyage of Gold Star Mothers

Victims of Boston Massacre Honored at Exercises

Declaring there was no way to justify the discrimination against colored "Gold Star" mothers who are to be segregated from the others on their pilgrimage to France, Mayor Curley addressed a gathering shortly after noon yesterday at the monument dedicated to Crispus Attucks, Samuel Maverick, James Caldwell, Patrick Carr and Samuel Gray, who lost their lives in the Boston Massacre.

Mayor Curley laid a wreath on the monument in behalf of the city of Boston. He was introduced by Pres A. G. Wolff of the Boston Branch of the Equal Rights League.

The exercises began at the scene of the massacre at the corner of State and Congress sts, when a wreath was laid by Mrs Martha Kenswill, senior vice commander of Carney Circle, Ladies of the G. A. R. At 11:30 exercises were held at the grave of Attucks, Gray, Maverick, Caldwell and Carr in the Granary Burying Ground under auspices of Pat Toye Post, V. F. W.

At the Declaration of Independence tablet on the Common exercises were held at noon by descendants of early New England negroes. Then the National Equal Rights League held its exercises at the monument to Attucks and his comrades. A resolution will be sent by the league to President Hoover protesting the segregation of colored "Gold Star" mothers.

OFFICIALS HEAR REPORTS ON EDUCATION CONCLAVE

Reports on the convention of the Department of Superintendence of the National Education Association held last week in Atlantic City featured the meeting of Supt Jeremiah E. Burke with principals and supervisors of the Boston Public Schools yesterday in the Administration Building, 15 Beacon st.

The speakers were William H. J. Kennedy, principal of the Boston Teachers College, and Supt Burke, who were the official representatives of the city at the convention.

Supt Burke, in his talk, referred to an Uncle Dudley editorial printed in the Globe of last Monday which treated with the responsibility of outside agencies in the education of the child as discussed by the Department of Superintendence. The superintendent read a considerable part of the editorial, which was entitled, "The Fifth."

Among the resolutions adopted by the superintendents was one recommending the widespread observance in schools throughout the country of the Tercentenary of the Massachusetts Bay Colony. Supt Burke said.

E. H. S. Tracksters Lead Their Rivals

Qualify 18 Boys for Reggie Meet Finals; B. L. S. Second With 14; Mechanics Third With 12

BY J. W. MOONEY

Pulling hard for their coach, Leo Daley, who is in the hospital, the English High tracksters qualified 18 boys in the trials of the 22d annual Reggie meet held yesterday at the East Armory for the finals which will be staged Saturday afternoon on the same track. Latin School was second with 14 qualifiers, Mechanic Arts got 12, Commerce and Trade 10 each and Dorchester nine.

NO RECORDS BROKEN

No records were broken as the best of the stars were saving their wares for the finals. In the junior hurdles Cavanaugh of Dorchester copped the first heat easily, but his time wasn't as fast as Vilkas of Trade, who barely beat Cohen of English in the second heat. James Watkins of English beat Goodman of Trade in the third heat by two yards. Flaherty of Mechanics won the first semi-final heat of the intermediate hurdles by a yard on Keeler of Latin. Brody of Latin and Cohen of English had a tighter race in the second heat. Among the seniors, Alfred Hicks of English looked great and had a yard on Hunt of Mechanics in the first semi-final, while Williams of Commerce pulled up from second to beat Bean of Trade in the second heat.

The best times in the three heats of the senior 1000 decided who would qualify for the final. In the first heat John Desmond of Commerce was never headed. Lawlor of Latin, with two laps to go, pulled up into second, carrying Collins, his teammate, with him. They closed a gap of 10 yards and very nearly finished together. In the second heat Gerasin of Trade was never headed and led Burnside of Dorchester. Abruzzese of Commerce copped the third heat and just got in among the qualifiers.

Gerstein Wins by 5 Seconds

In the 600, best times counted again. Matty Gerstein of English didn't have much on Jralvic of Trade until he started to let go his reserve, and then he won by five seconds. Martin of Latin, winner of the third heat, got second best time leading Aquino of Trade by over three seconds. Titus, also of Latin, qualified for fourth in a tie with Aquino after trailing George Cormley of English in the second heat.

Tom Ryan was the faster intermediate 600-yarder and won the first heat over Cosindas of English, who got third best in time, trailing Andelman of Latin, winner of the second heat, who beat Beal of English, qualifying for fourth. J. Smith of Trade and J. Hines of Commerce, third and fourth in the first heat, also qualified.

Joe Smith Has a Cinch

In the 176-yard junior, A. Watson of Commerce had to step to get second from Silverman of English, while J. E. O'Connor of Mechanics had a comfortable lead in the first heat. Joe Smith had a cinch in the second heat for English and handily beat Kehoe of Commerce.

F. Krigman of English turned in the fastest time in the 220, beating Don Santo of Latin. C. Johnson of Mechanics copped the second heat from N. McLean of Latin. The semi-finals of the senior 300 were thrillers. Larry Scanlon, State champion, went up from second to the leader's position on the back stretch, leaving the race to Lawrence of Commerce, Paul Curvey of Latin and Russell of Mechanics. The last two were so close that they called it a tie. There was a spill in the second heat, but Charlie McArdle, leading for Trade, wasn't in it and led all the way. The summary:

SENIORS

50-yard hurdles—Trial heats—First heat won by R. Dondero, Dor.; second, J. Johnson, M. A.; time 7:3-5s. Second heat won by C. J. Hunt, M. A.; second, M. Belgrade, Dor.; time 7:2-5s. Third heat won by C. A. Bean, Trade; second, J. S. McCarthy, M. A.; time 7:2-5s. Fourth heat won by Player, Trade; second, G. S. McMahon, English; time 7:4-5s. Fifth heat won by A. W. Hicks, English; second, J. Hallahan, English; time 7:1-5s. Sixth heat won by E. Williams, Com.; second, McElheney, Trade; time 7:2-5s. First semi-final won by Alfred Hicks, English; second, C. J. Hunt, M. A.; third, J. S. McCarthy, M. A.; time 7:3-5s. Second heat won by E. Williams, English; second, A. Bean, Trade; third, J. E. Hallahan, English; time 7:1-5s.

1000-yard run—First heat won by J. Desmond, Com.; time 2:38-1-5s; second, P. F. Lawlor, Latin; time 2:41s; third, Collins, Latin; time 2:42-1-5s; fourth, W. J. Vogel, M. A.; time 2:47-1-5s. Second heat won by F. Gerasin, Trade; time 2:40s; second, W. Bernside, Dor.; time 2:42-2-5s; third, J. King, English; time 2:45s; fourth, G. Prizgem, Latin; time 2:47-3-5s. Third heat won by F. Abruzzese, Com.; time 2:43-2-5s; second, J. Desmond, Com.; time 2:43-5-10s; fourth, K. Malone, Latin. Qualifiers on time, six to place. J. Desmond, Com.; second, F. J. Gerasin, Trade; third, P. F. Lawlor, Latin; fourth, Collins, Latin; fifth, W. Burnside, Dor.; sixth, F. Abruzzese, Com.

600-yard run—First heat won by M. Gerstein, English; second, F. Kravic, Trade; third, J. Welch, Com.; fourth, M. Monahan, English; second heat won by G. Gormley, English; second, Titus, Latin; third, L. Carron, Com.; fourth, J. Callahan, Com. Third heat won by Y. Marvin, Latin; second, L. Aquino, Trade; third, F. Studley, Com.; fourth, R. Yasulis, Com. Six qualifiers on time: Gerstein, English, time 1:22-3-5s; second, Y. Marvin, Latin, time 1:23-4-5s; third, tie between Titus, Latin and A. Aquino, Trade, time 1:26-3-5s; fifth, F. Studley, Com.; time 1:26-4-5s; sixth, L. Carron, Com.; time 1:27-2-5s.

300-yard dash—First heat won by L. H. Scanlon, English; second, L. Rabinovitz, Latin; time 31s; second heat won by A. Rulesco, Com.; second, R. Hanson, English; time 38-1-5s. Third heat won by G. Pearson, Dor.; second, Freedman, Latin; time 38-4-5s. Fourth heat won by Paul Curley, Latin; second, G. Gagnon, Trade and Hackenson, M. A.; time 38-2-5s. Fifth heat won by C. McArdle, Trade; second, Callahan, Latin; time 37-4-5s. Sixth heat won by F. Lawrence, Com.; second, A. Russell, M. A.; time 38s. Semi-finals—First heat won by Larry Scanlon, English; second, F. Lawrence, Com.; third, tie between Paul Curley, Latin and Russell, M. A.; time 38s. Second

heat won by C. McArdle, Trade; second, G. Pearson, Dor.; third, A. Hakanson, M. A.; time 36-4-5s. 50-yard dash—Trials—First heat won by H. A. Woods, English; second, W. Owen, Latin; third, Hershoff, Dor.; time 6s. Second heat won by B. Schwartz, Dor.; second, A. S. Hardy, M. A.; third, R. Gould, Latin; time 6s. Third heat won by N. Fairweather, Com.; second, J. Cohen, Latin; third, D. Boynick, Dor.; time 6s. Fourth heat won by Al Raswad, Trade; second, A. Weiner, Latin; third, Boraks, English; time 6s. Semi-finals—First heat won by N. Fairweather, Com.; second, H. A. Woods, English; third, B. Schwartz, Dor.; time 6s. Second heat won by A. S. Hardy, M. A.; second, R. Hershoff, Dor.; third, A. Raswad, Trade; time 6s.

INTERMEDIATE

50-yard hurdles—Trial heats—First heat won by R. J. Coleman, Latin; second, W. Baker, Trade; time 7:3-5s. Second heat won by E. Cohen, English; second, A. J. Wolper, Latin; time 7:2-5s. Third heat won by J. Brody, Latin; second, John Wark, Dor.; time 7:1-5s. Fourth heat won by L. Flaherty, M. A.; second, P. Segool, Latin; time 7:2-5s. Semi-finals—First heat won by L. Flaherty, M. A.; second, Keeler, Latin; third, R. J. Coleman, Latin; time 7:1-5s. Second heat won by J. Brody, Latin; second, E. Cohen, English; third, W. Baker, Trade; time 7:1-5s.

600-yard run—First heat won by T. A. Ryan, M. A.; second, John Cosindas, English; third, J. Smith, Trade; fourth, J. Hines, Com. Second heat won by S. Andelman, Latin; second, L. Beal, English; third, J. Hozid, Com. Winners on time—T. A. Ryan, M. A.; time 1m. 27-4-5s.; second, S. Andelman, Latin, time 1m. 27-4-5s.; third, John Cosindas, English, time 1m. 30s.; fourth, L. Beal, English, time 1m. 30-3-5s.; fifth, J. Smith, Trade, time 1m. 30-4-5s.; sixth, J. Hines, Com.; time 1m. 31-4-5s.

220-yard run—First heat won by H. Baron, English; second, Don Santo, Latin; time 27s. Second heat won by E. Gores, M. A.; second, B. David, Latin; time 28s. Third heat won by N. N. McLean, Latin; second, W. Bodelsky, Trade; time 28s. Fourth heat won by J. Asrippino, English; second, F. Schute, Com.; time 28s. Fifth heat won by F. Krigman, English; second, Kady, M. A.; time 27-3-5s. Sixth heat won by C. Johnson, M. A.; second, J. Covitz, English; time 27-2-5s.

Semi-finals—First heat won by F. Krigman, English; second, L. Donsanto, Latin; third, J. Asrippino, English; time 27s. Second heat won by C. Johnson, M. A.; second, M. N. McLean, Latin; third, W. Podelski, Trade; time 27-1-5s.

50-yard dash—Trials—First heat won by C. J. Ryan, M. A.; second, Varnum, Com.; time 6s. Second heat won by J. F. Mannix, English; second, L. Karfin, Latin; time 6-1-5s. Third heat won by M. Schwartz, English; second, M. Esedes, Latin; time 6s. Fourth heat won by L. Feldman, D.; second, R. Tarplin, Latin; time 6-1-5s. Fifth heat won by R. Pollak, Latin; second, J. Roberts, Com.; time 6s. Semi-finals—First heat won by M. Schwartz, Dor.; second, L. Feldman, Dor.; third, R. S. Pollak, Latin; time 6s. Second heat won by C. J. Ryan, M. A.; second, J. F. Mannix, English; third, H. Barnum, Commerce; time 6-1-5s.

JUNIOR

50-yard hurdles—Trial heats—First heat won by J. Reichman, English; second, J. H. Ryan, Latin; third, L. Clauson, M. A.; time 7-4-5s. Second heat won by F. Vilkas, Trade; second, M. DeSimone, M. A.; third, F. Cavanaugh, Dor.; time 7-3-5s. Third heat won by E. Cohen, English; second, J. Watkins, English; third, E. Hamilton, Trade; time 7-3-5s. Fourth heat won by H. Goodman, Trade; second, J. Kuchinski, M. A.; third, W. Pontin, Com.; time 7-4-5s. Semi-finals—First heat won by F. W. Cavanaugh, D.; second, J. Reichman, English; time 7-4-5s. Second heat won by F. E. Vilkas, Trade; second, E. Cohen, English; time 7-2-5s. Third heat won by James Watkins, English; second, H. Goodman, Trade; time 7-3-5s.

176-yard run—First heat won by J. E. O'Connor, M. A.; second, P. Haddad, English; time 23-1-5s. Second heat won by Joe Smith, English; second, D. Kehoe, Com.; time 23-1-5s. Third heat won by A. Watson, Com.; second, A. Portnoy, Latin; time 23-2-5s. Fourth heat won by R. Hilton, Trade; second, J. Tarplin, English; time 24s. Fifth heat won by R. Sullivan, M. A.; second, Silverman, English; time 24s. Semi-finals—First heat won by J. O'Connor, M. A.; second, A. A. Watson, Com.; third, J. Silverman, English; time 23-2-5s. Second heat won by Joe Smith, English; second, D. Kehoe, Dor.; third, A. Portnoy, Latin; time 23-2-5s.

50-yard dash—Trials—First heat won by J. M. Driscoll, Dor.; second, Wisneski, English; third, J. Connolly, Latin; time 6-1-5s. Second heat won by F. Spector, Dor.; second, J. J. Sabber, M. A.; time 6-2-5s.

POST 3/6/30

NORTON NAMED TO BIG POST

Registration Officer for Legion Convention

The directors of the American Legion national convention, which is to convene in Boston this year, voted last night to make City Councillor Clement A. Norton of ward 18, Boston, the national registration officer for the coming convention.

The directors have been considering candidates for this assignment for a number of weeks, since it is one of the most important positions. The registration officer has complete charge of handling the registration money of thousands of delegates, together with full supervision of the issuance of credentials to the thousands of legionaires who will come here.

The name of Councillor Norton was proposed by Robert Burnett of Southboro and seconded by Judge Good of Cambridge and Bayard Tuckerman of Hamilton.

Councillor Norton, who is also a director of the national convention, announced that he will enlist the services of 200 legionnaires from throughout the Commonwealth to assist in the work, together with the headquarters staff of the legion convention committee.

Norton has been active in legion circles for many years. He was chief of staff of the great legion parade the day that Marshal Foch came to Boston, is a former head of the Suffolk county council of the American Legion, a former commander of Cecil W. Fogg Post, Hyde Park, and organized the famous Cecil W. Fogg Post band of the American Legion.

TAX LIMIT IS FIXED AT \$16

Boston Bill Is Reported by Committee

The legislative committee on municipal finance, which has been in more or less of a tangle over the Boston tax limit for several weeks, yesterday reported, with Representatives Snow of Westfield and Whilden of Brookline dissenting, a bill which would fix the tax limit for the current year at \$16.

Previously the committee, by an 8 to 7 vote, had reported a bill fixing the limit at \$16 for a period of three years.

The bill yesterday was reported on two petitions of Mayor Curley, one of which would have abolished the statutory tax limit and the other authorizing the Mayor and City Council to make the necessary appropriations for current expenses of running the city.

In a statement issued after the report was voted yesterday afternoon, Senator Frank W. Osborne, chairman of the committee on municipal finance, stated that the \$16 limit was admittedly larger than Boston will need this year, but that the committee decided to de-

BRIDGE BILL GETS HEARING

None Oppose Amending Tunnel Act

Legislators, city officials and others appeared yesterday before the House committee on rules in favor of admission of Mayor Curley's bill for an amendment to the law whereby Boston would be given the choice to build either a bridge or a tunnel between Boston proper and East Boston. There was no opposition.

As to the present status of the tunnel, Frederick H. Fay of the Boston City Planning Board, said he understood the transit department is going ahead on the plans for a tunnel until the question of a bridge or no bridge is determined, in order that there may be no delay. These plans and specifications will take 10 months to prepare, he continued, while the question of a license for a bridge can be settled within three months.

Henry I. Harriman, president of the Boston Chamber of Commerce, pointed out that the bill is not mandatory, but optional and gives the city an opportunity to get the most for its money. After study, the speaker said, it has been found that the cost of a four-lane bridge, with a six-foot sidewalk, would be \$16,000,000, against the same amount of money for a two-lane tunnel.

THOUSANDS IN HUB CHURCHES

Special Services Usher in Lenten Season

Taking advantage of the special services arranged to usher in the season of Lent, thousands of people attended the services at Tremont Theatre and in churches throughout Greater Boston last night and yesterday noon. Thousands of others heard the service at Tremont Theatre, which was broadcast over WEEI.

Mayor Curley brought the greetings of the city at the Tremont Theatre service and said that if ever there was a time when mankind needed to ponder on things spiritually, it was here and now. He said that someone should direct the attention of those in Russia to the words of the old pagan philosopher that even if they destroyed God, they would be forced to create another God for the continuance of mankind.

At the Cathedral Church of St. Paul, a large throng crowded the edifice at the noonday service. Bishop Slattery conducted the service and preached the sermon.

COLONIAL NAMES TO STREETS

Hub to Erect Signs on 105 Original Cow- paths

Washington street will be given four names besides its own during the tercentenary celebration this year. The Board of Street Commissioners will recall the Colonial names and erect temporary signs on 105 of the original cowpaths of old Boston for the benefit of visitors to the 300th anniversary birthday party. Mayor Curley announced last night.

"ROW" TO BE CORNHILL

Newspaper Row once again will become Cornhill, for that was the title of Washington street between Adams square and School street until 1708. Washington street will be posted as "Marlborough street" from School to Summer; "Newbury street" from Summer to Essex, and "Orange street" from Essex to Dover streets.

School street will be changed to "Common"; Summer street to "Seven Star lane"; Temple place to "Turnagain alley"; Winter street to "Bannister's lane"; Tremont street to "Old Burying Place highway"; High street to "Cow lane"; Cornhill to "Cheapside"; Court street to "Prison lane"; Devonshire street to "Pudden of Pudding lane"; Boylston street to "Frog lane"; Brookline avenue to "Punch Bowl road," and Atlantic avenue to "Flounders lane," as well as a number of others. Sudbury street, the Board of Commissioners reported, was the only street existing in 1645 which still retains its original name.

CURLEY IS INVITED TO CHARLESTON, S. C., FETE

An invitation was received by Mayor Curley yesterday to be the guest of Mayor Thomas P. Stoney of Charleston, S. C., during the celebration of the 250th anniversary of the official establishment of the city on its present site and the 260th anniversary of the founding of the province of Carolina under the Lords Proprietors.

The celebration will extend from April 10 through April 13, and Mayor Stoney has asked Mayor Curley to appeal to all South Carolinians in Boston to attend the celebration, which will take place at the height of the famous garden season in that state.

Post 3/6/30

State House, City Hall, Court Buildings to Be Specially Protected

Authorities Will Prevent All Meetings and Public Demonstrations

DYNAMITE REPORTED SHIPPED TO BOSTON

A report reached the police here late last night that 86 sticks of dynamite, stolen in Quarryville, N. Y., last week, had been shipped to Red in Boston. Police were unable last night to verify the report.

Among the extra precautions to be taken today against any violence are special rules that will govern the collection of any crowds in or near the State House and the Courthouse. Workmen were busy last night barring the third floor galleries of the Hall of Flags in the State House, and similar precautionary measures were being taken at other public buildings.

With public buildings under heavy guard and more than 500 extra police in station houses awaiting the word to dash to the scene of any outbreaks with riot guns, machine guns and tear gas bombs, the "Communist International" will open in Boston today. It is to be observed in large cities throughout the world.

Whether the threat of a big demonstration on Boston Common will be carried through was a matter of speculation last night in police circles, but a heavy detail of police will be on duty on the Common at noon, when the meeting is said to be scheduled.

Up to closing time last night no formal application had been presented to Mayor Curley for the use of the Parkman band stand where "Red" circulars passed about for the past six weeks have stated the meeting would be held. While no formal application was made

in writing, "two different groups appeared at the Mayor's office and requested that the Park Commission be ordered to issue permits, but when they were requested to make formal application in writing, they withdrew without leaving their names.

While police professed ignorance of the plans of the Communists for demonstrations today, it was learned last night that meetings had been held yesterday at 905 Washington street, 22 Harrison avenue, and on Hanover street, North End, to make plans for an "unemployment demonstration" today on the Common.

Heavy Guard On Court House

While a guard will be on the door of all large public buildings today to scrutinize all who enter, the Suffolk County Courthouse in Pemberton square will be guarded like a fortress.

Court officers and deputy sheriffs will be stationed at all doors and extra guards have been assigned to watch all who enter the court rooms of the Supreme Judicial Court.

The extra guards at the courthouse were ordered by Sheriff John A. Kelliher last night, following the arrest yesterday of Jackson Wales, secretary of the Communist party, and because of the threatened "Red" demonstrations.

The Social Law Library at the court house was closed at 8:30 last night instead of at 10. After 8:30 o'clock no one was permitted to enter the building. In addition to the guards on duty at the court house since a bomb exploded there on the second floor several years ago, killing two men, police of the Milk street station have patrolled a beat outside the building.

Extra Police On Duty

At 8 a. m. this morning more than 500 patrolmen who worked the first shift last night will be back on duty in the station houses where they will be ready to start on an instant's notice for the scene of any trouble.

Early this morning details of police will be on hand at 905 Washington street, 22 Harrison avenue and in Hanover street to watch for any attempt to start parades to the Common or toward either City Hall or the State House.

Policemen have been instructed by Superintendent Crowley that while they are not to use more force than is necessary to breaking up any demonstrations, they must not allow parades to either the State House or City Hall.

CITY HALL NOTES

Announcing the appropriation of \$10,000 for the codification of the building laws and contending that the city had done everything "within reason" for the prevention of fire, Mayor Curley last night asked what more the city could do to secure a reduction in the fire insurance rates, in a communication to President John H. Eddy of the board of fire underwriters here. It was pointed out that although the city adopted the two-platoon system, completed the motorization of the fire department, installed the high pressure water system and re-organized the fire prevention forces, reducing the fire losses to less than \$3,000,000, the property owners pay annually over \$9,000,000 in premiums.

.....
An invitation to attend the 250th anniversary celebration of the founding of Charleston, S. C., was received yesterday by Mayor Curley from Mayor Thomas P. Stoney, who issued an appeal to all South Carolinians to return home for the big party from April 10 to 13.

Attacking the proposed segregation of "Gold Star" Mothers in the coming trip to France, observers of the Boston Massacre and the death of Crispus Attacks on Boston Common yesterday adopted the following resolution:

"Particularly do we urge and call upon the President of our Republic to employ every lawful and proper means in his power to thwart the avowed intention, and to prevent the threatened action, of the War Department which would segregate the 'Gold Star' Mothers of Americans of color who died fighting for the common cause of fatherland on foreign fields, and whose parents thus bereft are soon to journey with all other such mothers, as the guests of our Republic, to the hallowed spots where sleep their honored dead.

"Deliberately and of set purpose we protest this reactionary and outrageous counsel of distinction. We repudiate this attempt under guise of the authority of the American people to do such an act of discrimination, an act which would besmirch with shame and dishonor the fair name and flag of these United States. We protest the impropriety. We denounce the illegality.

"Be it further resolved, that a copy of these resolutions be forwarded to the President of the United States."

Speaking at exercises on the Common Mayor Curley attacked the proposed segregation of the colored "Gold Star" Mothers on their pilgrimage to France this summer. After placing a wreath at the base of the Crispus Attacks monument on the Common and paying tribute to his memory and his race, the Mayor launched an attack upon officials at Washington who plan to provide different ships for the "Gold Star" Mothers.

SEEK \$75,000 FOR STATE TERCENTENARY EXHIBITION

Herbert Parker, Charles P. Howard, chairman of the Commission on Administration and Finance, and Dr. Arthur W. Gilbert, Commissioner of Agriculture, appeared before the House Rules Committee yesterday in favor of a bill to appoint a special commission to provide for a tercentenary demonstration of the executive and administrative work of the Commonwealth, with an appropriation of \$75,000.

Curley to File Kenmore Square 'El' Extension Bill

ACTION ENDS 5 YEARS OF ROWING

Decision Now Up to General Court, the Mayor Says

The first agreement of all parties involved, which has raged for five years over traffic relief in Kenmore sq., was announced by Mayor Curley today.

The agreement consists of a bill drafted by the sub-committee of the committee on Metropolitan affairs, providing for subway extension out Commonwealth ave. and Beacon st.

The improvement is to be made by the Boston Transit Department, with a rental to be paid by the Boston Elevated on the basis of 4½ per cent of the cost.

There is a proviso, according to the mayor, that in the event the earnings of the company are not sufficient to meet the rental, it shall be paid by the Metropolitan Transit District to the city, and the Metropolitan Transit District trustees shall assess any such payments made by it to the cities and towns of the district.

The bill, together with its report and findings, is ready to be submitted by the sub-committee on Metropolitan affairs, the mayor said.

He pointed out that not only is it the first solution of the problem arrived at in five years of controversy, but it will also provide work for the unemployed.

In concluding his statement Mayor Curley pointed out that "responsibility for any further delay will not rest either with the city of Boston, transit department, Elevated or board of public control. It will rest squarely with the general court.

AGREEMENT HAS BEEN REACHED

Controversy Lasting Five Years Thus Ended

The directors of the Boston Elevated, the public trustees and the city of Boston have agreed on terms of the extension of the Boylston-st Subway from Governor sq. The directors and the trustees agree to pay the rental of 4½ percent of the actual cost, the regular Subway rental, but if this results in a deficit, the Metropolitan Transit District, consisting of 14 cities and towns, will bear the deficit burden.

The agreement was set forth in a bill filed today with the Committee on Metropolitan Affairs, and it ended a controversy that has lasted five years. Communities in the Metropolitan District are Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Melrose, Newton, Revere, Somerville and Watertown.

Under the plan the Subway will be extended under Commonwealth av to Blandford st and under Beacon st to a point east of the Boston & Albany Railroad bridge.

The agreement follows a suggestion made by Mayor Curley at a Legislative hearing when the Mayor advocated the inclusion of Frederic E. Snow, representing the directors, in the consideration of any acceptable Legislative bill.

First Agreement in Five Years

Mayor Curley remarked today that the Governor sq project is the first rapid transit matter considered in five years upon which the city, directors and trustees have been in accord.

The Mayor's statement follows:

"The subcommittee of the Committee on Metropolitan Affairs, to whom was referred the further consideration of legislation providing rapid transit extension and traffic relief at Governor sq, have been in conference considering the drafting of the necessary legislation for more than a week.

"The subcommittee referred the drafting of the necessary legislation to counsel representing the city of Boston, Samuel Silverman; counsel, representing the Boston Elevated Public Control trustees, H. Ware Barnum, and counsel, representing the board of directors of the Boston Elevated Railway, Frederick E. Snow. The result of

the deliberations of the counsel representing the three parties interested was submitted late Thursday to the subcommittee, which committee, through its chairman, were in agreement upon the question of acceptance of such bill as might be determined upon by counsel representing all parties at interest. The subcommittee of the Committee on Metropolitan Affairs are now in a position to submit the report and findings and bill to the full Committee on Metropolitan Affairs.

"Most Vexatious Transit Problem"

"The bill as finally agreed upon and submitted to the subcommittee of the Committee on Metropolitan Affairs represents the first agreement that it has been possible to secure upon which all three parties at interest were in agreement in a period of more than five years. In the event that the Committee on Metropolitan Affairs report the bill as agreed upon to the Legislature and the Legislature approves and the Governor signs, steam shovels and compressed air with man labor will take the place of acrimonious recrimination and words in the matter of the solution of this rapid transit problem, which has proved the most vexatious and difficult of solution of any that have been considered during the entire history of the movement for improved transit facilities in Boston.

"A real opportunity is presented in the adoption of the bill as drafted for the solution not only of the transportation problem at this particular point, but the providing of immediate work for the vast number of persons seeking the same at the present time. As Mayor of Boston, ably assisted by the corporation counsel, Samuel Silverman, I rejoice at the speedy progress that has been made upon this long-delayed improvement.

"The responsibility for any further delay will not rest either on the city of Boston, Transit Department, the Boston Elevated Board of Public Control of the Boston Elevated Railway system, it will rest squarely with the General Court. I sincerely trust they will recognize this opportunity to perform a service both to the traveling public and the great army of unemployed by immediate action, and if necessary to secure that action by a suspension of the rules."

TRANSCRIPT 3/6/30

New Bill Drawn for Subway at Governor Sq.

Subcommittee Puts Rental Up to the "El" or the Transit District

A new bill providing for the long-agitated improvement at Governor square has been drafted by the lawyers representing the city of Boston, the Boston Elevated Public Control Trustees and the Board of Directors of the railway and accepted by the sub-committee of the legislative Committee on Metropolitan Affairs, with every hope that the matter will reach the Legislature next week in a favorable report.

The bill provides that the rental of the extended service of the subway shall be paid by the Boston Elevated Company, on the basis of 4½ per cent of the cost, with the provision that in the event that the earnings of the company are not sufficient to meet the rental it shall be paid by the Metropolitan Transit District to the city of Boston, this district comprising Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Milton, Newton, Revere, Somerville and Watertown.

The new draft amends Chapter 341 of the Acts of 1925 by inserting in place thereof a new Section 2, enabling the transit department of the city of Boston "to make such alterations in and extensions to the Boylston street subway as it may deem necessary for the purpose of eliminating the crossings at grade at Governor square by cars using such subway, for the improvement of street car service on Commonwealth avenue and Beacon street . . . and to that end shall have the powers conferred upon the Boston Transit Commission by Chapter 741 of the Acts of 1911 and amendments thereof."

It is provided that "no such work shall be done unless and until a plan therefor shall be approved by the division of metropolitan planning of the Metropolitan District Commission, and unless and until a contract between the city of Boston, the Metropolitan Transit District and the Boston Elevated Railway shall have been executed." The trustees of the Metropolitan Transit District are given authority to execute the contract in the name and behalf of the district without any other authority.

Other provisions of the bill provide for the reimbursing of the Metropolitan Transit District by the Elevated Company when the reserve fund is sufficient under the law. The bill would become effective upon its acceptance by the directors of the company.

Mayor Curley's Message

In respect to the work of the sub-committee, Mayor Curley made the following statement:

"The sub committee of the Committee on Metropolitan Affairs, to whom was referred the further consideration of legislation providing rapid transit extension

and traffic relief at Governor square, have been in conference considering the drafting of the necessary legislation for more than a week.

"The sub committee referred the drafting of the necessary legislation to counsel representing the city of Boston, Samuel Silverman; counsel representing the Boston Elevated public control trustees, H. Ware Barnum, and counsel representing the board of directors of the Boston Elevated Railway, Frederick E. Snow. The result of the deliberations of the counsel representing the three parties interested was submitted late Thursday to the sub committee which committee, through its chairman, were in agreement upon the question of acceptance of such bill as might be determined upon by counsel representing all parties at interest. The sub committee of the Committee on Metropolitan Affairs are now in a position to submit the report and findings and bill to the full Committee on Metropolitan Affairs.

"The bill as finally agreed upon and submitted to the subcommittee of the Committee on Metropolitan Affairs represents the first agreement that it has been possible to secure upon which all three parties at interest were in agreement in a period of more than five years. In the event that the Committee on Metropolitan Affairs report the bill as agreed upon to the Legislature and the Legislature approves and the governor signs, steam shovels and compressed air with man labor will take the place of acrimonious recrimination and words in the matter of the solution of this rapid transit problem which has proved the most vexatious and difficult of solution of any that have been considered during the entire history of the movement for improved transit facilities in Boston.

"A real opportunity is presented in the adoption of the bill as drafted for the solution not only of the transportation problem at this particular point but the providing of immediate work for the vast number of persons seeking the same at the present time. As mayor of Boston, ably assisted by the corporation counsel, Samuel Silverman, I rejoice at the speedy progress that has been made upon this long delayed improvement.

"The responsibility for any further delay will not rest either on the city of Boston, Transit Department, the Boston Elevated Board of Public Control of the Boston Elevated Railway System; it will rest squarely with the General Court. I sincerely trust they will recognize this opportunity to perform a service both to the travelling public and the great army of unemployed by immediate action and if necessary to secure that action by a suspension of the rules."

AMERICAN 3/6/30

Mayor Prepares to Doll Up City Hall

Launching his campaign to primp up Boston for the tercentenary celebration visitors, Mayor Curley approved a contract of \$2000 to provide acid bath for the granite exterior of City Hall as well as the statues and the gateway to the School st. lawn.

NEW RULES ON TRAFFIC TOMORROW

Boylston Street One- way—Key Points Affected

NEW HUB ONE-WAY RULES FOR TRAFFIC

The new one-way regulations are as follows:

Avery street: From Washington street to Tremont street.

Boylston street: From Tremont street to Washington street.

La Grange street: From Washington street to Tremont street.

Merrimac street: From Haymarket square to Friend street.

Friend street: From Union street to Hanover street, from Merrimac street to Washington street, from Merrimac street to Causeway street.

Extremely important changes in the traffic code, governing the movements of many thousand automobiles daily in the downtown sections were announced last night by the Boston Traffic Commission. The new rules will affect three of the key points of the city's traffic system—Boylston and Tremont streets, Haymarket square, and Hanover street in the vicinity of Friend and Washington streets.

CHANGES DUE TO LIGHTS

The changes, the commission decided were made necessary by the coming installation of the new traffic control light system. They were voted upon after operatives who have been studying the downtown traffic situation became convinced that the light control could not be successful under present rules.

The commission in making public the new rules declared last night that traffic would be speeded up at least 30 per cent by the changes and the coming adoption of the light system now tentatively fixed for the middle of May.

The rules will be effective tomorrow giving the public an opportunity to become accustomed to them before the light system goes into operation.

Branch Libraries

Where?

THAT fourteen members of the Boston City Council have been engaged in a polite but nevertheless earnest struggle for branch libraries should be reassuring to Mr. and Mrs. Citizen.

There ARE cities—or so we are told by sensational magazines—where aldermen fight one another for the crap game privilege, or the clearing-house pool privilege, or the handbook privilege.

Ours want nothing better than the privilege of bringing home a \$100,000 branch of the Boston Public Library.

As they sing the song on School Street, it goes like this:

*"We may live without poetry, music and art;
We may live without conscience and live without heart;
We may live without friends; we may live without
cooks;
But no City Councillor can come back without books."*

Trouble appears to be that whereas Librarian Belden had named 13 districts in which branches are needed, "Papa" Boston could not afford all of them at once.

Mayor Curley's plan is to erect TWO branch libraries annually for the next six years.

Which two THIS year?

That is what the Councillors wanted to know, especially the 14 whose districts are hungry for branch libraries.

Nor can we blame them. We can imagine few things more likely to be of help to the young man eager to be re-elected to the Council—in Boston, mind—than the right to point to a Branch Library and say, "There, see what I did!"

Still, there was the City Treasury, and there was NOT the sum needed for all of these branches at once.

The Council has solved the problem the easiest way, referring it to the Public Library Trustees, who hold THEIR places by appointment.

Boston City Hall to Have Good Bath

Boston's City Hall will be given a beauty treatment in honor of the tercentenary celebration next Summer.

Mayor Curley today awarded a contract to the Michael M. Devine Co., amounting to \$2000, for cleaning the exterior of the municipal pile with acid solution.

NO OPPOSITION TO BRIDGE BILL

Legislators, city officials and others appeared before the House committee on rules in favor of admission of Mayor Curley's bill for an amendment to the law to give Boston the choice to build either a bridge or a traffic tunnel between Boston proper and East Boston. There was no opposition.

As to the present status of the tunnel, Frederick H. Fay of the Boston City Planning Board, said he understood the transit department is going ahead on the plans for a tunnel until the question of a bridge or no bridge is determined, in order that there may be no delay.

These plans and specifications will take 10 months to prepare, he continued, while the question of a license for a bridge can be settled within three months.

Henry I. Harriman, president of the Boston Chamber of Commerce, pointed out that the bill is not mandatory, but optional and gives the city an opportunity to get the most for its money. After study, the speaker said, it has been found that the cost of a four-lane bridge, with a six-foot sidewalk, would be \$16,000,000, against the same amount of money for a two-lane tunnel.

40,000 CARS IN GOVERNOR SQ.

Governor sq. congested by automobile traffic? Not at all.

Kept in the proper alley by markers and policemen, 40,000 cars a day move through the square—Boston's great focal point for vehicular traffic from the west.

In fact, no automobile is tied up in the square longer than 90 seconds, sometimes much less.

The 40,000 cars passing through the square during the day is an increase over previous years by several thousand.

Two proposals for the construction of a subway under Governor sq. were advanced at a conference at the State House of General Court, city of Boston and Boston Elevated representatives, but no agreement was reached.

One proposal calls for rental of ½ per cent to be paid by the Elevated with any deficit falling on the company to be paid by cities and towns in the metropolitan transit district. The other provides that the Supreme Court shall decide what the cities and towns shall pay toward the improvement.

Legislation will be drafted by the corporation counsel of Boston and the counsel for the Elevated trustees for presentation at a resumption of the conference today. Public hearings will be conducted to hear the views of the taxpayers who will be invited to the conference.

BOSTON, TABLET TOWN

One good result of the Tercentenary Celebration will be the permanent marking, on a comprehensive scale, of places in Boston which are associated with great events and famous characters of our history. A commission headed by Walter Gilman Page is now engaged in the task, and performing it not only carefully but energetically. By the time the Tercentenary exercises come to a head, and the welcome visitors overrun us, Boston will be the most profusely and altogether the best tableted city in the United States—which is as it should be. The expense will be small and the service rendered will be great and permanent. Now that Boston is definitely in the business of attracting tourists and bidding for conventions, about the least that the city can do is to acquaint guests with the history of the places which they pass.

The undertaking might be overdone as easily as it has been underdone, and might be carried out in such a way that it would not have full effectiveness. This whole section is so rich in historical, genealogical and antiquarian material that an overconscientious labelling would make the streets an enlarged statuary hall. Chairman Page and his associates must first determine what sites deserve permanent tablets, and then must contrive to produce specimens which, in material, size, proportion, general style, lettering and placing, will tell an old story with a dignity and a compactness impressive to old and young, to natives and to visitors. A poor tablet is not much better than none at all. A good one is a lesson in art, history, English and citizenship. We can hardly expect mass production of such immortal sentences as President Eliot wrote, but we can hope for inscriptions which will fill the eye, improve the mind and not be a commonplace after the first inspection.

A booklet issued some years ago by the State Street Trust Company indicates that even then we had more memorial tablets than the average person supposes. Various organizations have added to the number since, but there are still some great gaps which the Page commission will fill. The makeup of the commission is such that we may expect that the work will be done in a manner satisfactory to everybody. Perhaps eventually neither Bostonians nor outsiders will confuse T wharf and Tea wharf. Some years ago a writer produced a handsomely illustrated book in which he lamented the absence on the waterfront of any memorial to the participants in the famous Boston Tea Party. There is such a tablet, but Griffin's wharf, the scene of the episode, is now solid land.

CURLEY WILL INSTRUCT DEPARTMENT HEADS

Municipal department heads will learn this afternoon what Mayor Curley expects of them and how he proposes to have municipal business handled. The failure of the Civil Service commission to take prompt action on his major appointments prevented the mayor from arranging a meeting with department heads. Enough have now been confirmed to make a meeting worth while and he will confer with them at 2:30 P. M.

FAIL TO AMEND TAX LIMIT BILL

Annual Home Rule Effort Defeated in House

The annual attempt to give Boston home rule in the matter of fixing its own tax limit failed again yesterday in the House. The issue came up for debate on an amendment offered by Representative Henry L. Shattuck of Boston and lost on a roll call vote by 123 to 69.

Mr. Shattuck affixed his amendment to the bill recommending a tax limit for Boston of \$16 for one year, which was before the members for its second reading, and an hour's debate was produced before the amendment finally was rejected. Party lines were divided in the vote.

The Shattuck amendment was supported by Representative Leo M. Birmingham of Brighton, Democratic leader in the House; Representative Luke Mullen of Charlestown and Representative James J. Twohig of South Boston, Democrats. The opposition was led by Representative John Higgins of the West end, regarded as the spokesman for Martin Lomasney in the House.

Mr. Shattuck argued that the proposed bill was an invitation to spend money rather than a limit imposed and maintained that the current practice of fixing the limit each year has had no effect in keeping the tax rates down.

Mr. Higgins, making his maiden speech, defended the report of the committee on municipal finance and objected strenuously to the amendment, insisting that the bill should not be employed as a vehicle for obtaining home rule. A preferential primary or the issue of selecting a police commissioner might properly be construed, he said, as home rule, but tax matters are not.

The position of the municipal finance committee was supported vigorously by Representatives Eliot Wadsworth, Martin Hays and George P. Anderson of Boston, who pointed out that the measure, while treating Mayor Curley liberally, still retained the Legislature's authority.

Representative Dexter Snow of Westfield, a dissenter from the committee report, offered an amendment to the amendment setting the tax limit at \$14.75, but that was beaten on a voice vote.

SILVERMAN WILL BE GUEST OF BOSTON BAR

Corporation Counsel Samuel Silverman will be the guest of the members of the Boston Bar at a dinner at the Copley-Plaza tomorrow night. Judge Frank S. Deland, predecessor of Silverman, will be toastmaster and among the speakers expected are Gov. Allen, Mayor Curley, ex-Mayor Andrew J. Peters, Rabbi Harry Levi and Asst. Corporation Counsel Joseph P. Lyons. The sponsors of the dinner are Francis P. Garland, James D. Henderson, Judge Elijah Adlow, Bartholomew A. Brickley, Andrew J. Casey, Guy W. Currier, John P. Feeney, William Flaherty, Isaac Gordon, Nathan A. Heller, Judge Edward L. Logan, Congressman John W. McCormack, Leo Schwartz, John S. Slater, E. Mark Sullivan, Edward Watchmaker, A. C. Welber, Jacob

GLORIE 3/7/30

CURLEY URGES FIRE STATUTES' REVISION

Advocates Sprinkler and
Automatic Alarm Law

Many Officials Indorse Bill—Paul
Charges Selfish Interests

"The Red Roosters, the followers of the arson brigade, who make it a business of dealing in buildings for the purpose of collecting insurance, are coming back, and Boston wants authority to again put them out of business," Mayor Curley told the Legislative Committee on Public Safety yesterday at a hearing on the report of the Special Commission of Fire Prevention.

Convinced that the fire laws need revamping after a personal inspection of the ruins of the apartment destroyed yesterday morning with the loss of three lives, the Mayor declared:

"The tribute annually paid to King Fire is far greater than it should be.

HERALD 3/7/30

CURLEY WANTS CITY TO PROBE FIRES

Mayor Asks Legislative Body
For Local Authority

Mayor Curley yesterday asked the legislative committee on public safety to favor a portion of the report of the special commission on fire prevention which would delegate to the city the authority to investigate fires occurring in the city.

Under the present laws the investigating is done by the state fire marshal's forces and it is Mayor Curley's belief that the members of the arson brigade now operating freely would not encounter so much success with the city caring for its own interests.

A personal inspection of the South end fire yesterday morning by the mayor convinced him that it provided another example of the need for recodifying the fire laws.

Fire losses, coupled with the expense of fire fighting, according to the mayor, run up to \$10,000,000 yearly, consequently he is vitally interested in any legislation which tends to reduce it.

Representatives of fire prevention associations and fire departments in many sections of the state favored the bill, while opposition was registered by John W. Reth, state fire marshal.

recommendations are before the Legislature for a revision of the fire laws. We are chiefly concerned about those portions of the revision relating to the methods of inspection and prosecution. The fire this morning brings out the same old story, the story of the failure to enact adequate legislation which will meet the situation.

Seeks Power Over Inquiries

"The activities of the Red Roosters can be met with best by giving the Boston Fire Department supreme power in investigating work in the Hub."

The "Red Rooster" arson ring of a few years past, in which 147 were indicted and a number sent to prison, was recalled to the committee by Mayor Curley. He charged that houses are again being bought from sidewalk real estate dealers for the express purpose of burning.

He called attention to the value of sprinklers in larger types of buildings and urged favorable action on the recommendation providing that all buildings used as lodgings, apartment houses, hospitals or hotels or for mercantile and manufacturing purposes be equipped with the automatic fire alarm system upon written notice of the fire marshal to the owner of the building.

Business Bodies in Favor

H. L. Bond, representing the National Fire Prevention Association, said the recommendations were the finest of their kind in the history of the State.

Selden Allen, chief of the Brookline Fire Department and president of the State Fire Chiefs Club; Frank W. Merrick, representing the United Improvement Association and the Dorchester Board of Trade; Chiefs Tierney of Arlington and Casey of Boston and representatives of the Boston Fire Department and of the Springfield Safety Council and Claude L. Allen, for the Boston Chamber of Commerce, indorsed the recommendations.

John W. Rath, State fire marshal, opposed the recommendations and quoted Alfred F. Foote, commissioner of public safety, a member of the special commission, who had signed the report, as also being in opposition.

Question Home Inspections

William J. Paul, representing Dorchester real estate agents, characterized the report of the special commission as misleading, adding that it was the work of persons interested selfishly. The fire chiefs have indorsed the recommendations, he said, because the commission has recommended that they be given life terms of office.

The speaker paid a tribute to the integrity of former Marshal George C. Neal and intimated that is the reason why there was no cooperation between his office and Boston officials.

Members of the committee hearing the bill questioned the advisability of enacting legislation which would allow firemen to enter dwelling houses for inspections, saying that the authority might be abused. Chief Tierney said that of the 6400 inspections made in Arlington last year there were only four refusals.

DINNER TO SILVERMAN

A testimonial dinner will be given to Corporation Counsel Samuel Silverman by more than 600 members of the Boston bar tomorrow night at 6:30 o'clock at the Copley-Plaza Hotel, with Governor Allen and Mayor Curley topping the list of speakers.

COLONIAL NAMES FOR BOSTON STREETS

Old - Time Designations
Together With New

Enamel Signs With White Letters
Agreed On by Officials

Present-day Bostonians, no less than the legions of visitors during the Tercentenary period, will be interested in Mayor Curley's decision to display old-time Colonial names of city highways on posts now signed with their contemporary names.

Chairman Hurley of the Street Commission, and Public Works Commissioner Bourke have agreed upon enamel signs to show the old names, with white lettering on a black background, the old names to be affixed below the present names on each post.

Most of the 105 signs will be in position, it is now expected, by May 1. Then, Newspaper Row, or that section of Washington st between School st and Adams sq, will again bear its old designation as Cornhill, its name until 1708.

That section of Washington st between School and Summer sts will bear secondary signs as Marlborough st, its oldtime designation; and that section of Washington st between Summer and Essex sts will be posted with its original name, Newbury st.

That stretch of Washington st from Essex st to Dover st will bear signs marked Orange st, its original name.

Under School st signs will be placed enamel signs bearing its original name, Common st.

Other secondary signs will be placed as follows: Summer, Seven Star lane; Temple pl, Turnagain Alley; Winter st, Bannister's lane; Tremont st, Old Burying Place highway; High st, Cow lane; Cornhill, Cheapside; Court st, Prison lane; Devonshire st, Pudding lane; Boylston st, Frog lane; Brookline av, Punchbowl road; Atlantic av, Flounders lane.

Sudbury st will, indeed, be the only present-day Boston thoroughfare to bear the same name by which it was called in 1645.

CITY HALL WILL GET GOOD SPRING CLEANING

The old City Hall building on School st is about to get a Spring or Tercentenary cleaning. At any rate, it is to be spruced up for the Tercentenary visitors. Mayor Curley announced yesterday that he had approved a contract to M. M. Devine Company of Boston to clean the exterior of the building by an acid process.

The Devine bid of \$2000 was the lowest. The work will be completed within three weeks.

CROWD ON COMMON HECKLES SPEAKERS

The uprising of the unemployed of Boston, scheduled to start at noon yesterday under the auspices of the Communist Party, District No 1, reached the proportions of only a few minor demonstrations.

The mass meeting held at Parkman Bandstand on Boston Common failed to win any recruits to the "cause," but attracted a crowd of more than 3000 persons, who were considerably amused by heckling of the speakers.

A later "march to the State House" ended in some disorder and the arrest of five persons, but the rioting that a crowd of more than 5000 men and women gathered to see failed to materialize. Only one man resisted the policemen, who placed him under arrest.

Seven Arrests Are Made

For hours large numbers of persons gathered on the Common to learn what all the excitement was about, but with the leaders of the demonstration back at the headquarters, 22 Harrison av, less than an hour after the demonstration started, the large details of police had nothing to do but keep the lanes open for foot and vehicular traffic.

Police of Division 4, Lagrange st, arrested two men—Jackson Wales, 29, of 206 West 5th st, South Boston, charged with assault and battery on a heckler during the meeting on the Common, and Samuel Winn, 26, of 151 were booked on the charge of disturbing the peace.

Woman Faces Another Charge

Dora Delevitch was not released on bail. Officers of the Lagrange-st station requested that she be held until they could arrest her on a warrant charging intimidation of workers during the garment strike demonstrations being conducted by the Needle Trades Workers' Industrial Union, affiliated with the Communist organization.

Stevens' arrest was the only one to create any excitement. Four policemen were required to haul him from the crowd opposite the State House and put him into a patrol wagon. The arrest was made when he refused to stop shouting after he had been thrown down the long flight of granite steps leading to the State House, by State troopers.

No attempt was made to march to City Hall, where a large detail of police was stationed. According to persons who understand the reasons for the demonstration, the purposes of the agitators were completed when the arrests at the State House were made.

Lieut Joseph McKinnon, acting captain of the LaGrange-st station, in whose division the Common is situated, had a force of patrolmen ready for work more than three hours before the demonstration was scheduled to start. Seventy men of his own command and 45 of the "special service" squad in plain clothes, were on duty near the bandstand when the first demonstrators were seen walking across the Common, about 15 women carrying placards on which were printed radical statements.

No attempt was made by these people to form a parade from headquarters. They walked singly or three or

four in a group. The police did not interfere.

About 3000 persons had gathered in the vicinity of the bandstand, but they showed little sympathy for the demonstrators and more interest in the trucks of newsreel motion picture companies recording the scene.

Speakers Are Jeered

The clock had just struck 12 when John Herbetz mounted the steps at the front of the stand and called the meeting to order, as chairman. He was allowed to talk, but as some of the speakers took his place, jeers and cat-calls frequently greeted their statements about the Army or the Government.

Policemen, at the order of Lieut McKinnon, moved through the crowd and ordered the hecklers to be quiet. The police did not succeed, however, in checking all the noise.

Wales then descended into the crowd to help maintain order and struck an unidentified man. Patrolman Francis Lanagan seized Wales and started for the station with him, a crowd of 1000 or more surrounding them.

Before other policemen could get through the crowd to assist Lanagan, a spectator struck a blow at Wales, but missed him. The man's fist landed on Lanagan's face, cutting it.

Winn, the second man arrested here, was picked up later while attempting to arouse some interest in a rush on the State House among those gathered on the Common.

Many of those seeking excitement had left the Common when somebody cried out, "Tell it to Gov Allen."

This remark appeared to be a signal. A half-dozen women, with signs raised aloft, started to walk up the mall toward Beacon st. The crowd broke from the bandstand and followed; in a few minutes a crowd of 5000 was tramping across the seeded ground, headed for the State House.

The policeman of the "special service squads" rushed ahead of the crowd and reached the State House steps where they joined with a half-dozen State troopers, under the direction of Capt Beaupre, in barring the marchers at the gates.

Stevens, in some way, passed the line of police and was more than half way up the stairs when he was stopped by two troopers. Asked where he was going, he said that he was going to the office of Gov Allen. Asked if he had an appointment he said he had none.

The officers told him he could not see the Governor. When he started to argue he was suddenly picked up and thrown bodily towards Beacon st, where policemen of the Joy-st station thrust him into the crowd gathered on the Common side of the street.

Carried, Struggling, to Wagon

Stevens attempted to deliver a speech from the middle of Beacon st and the police pushed him away. He reached the middle of the crowd and his voice was still heard. Four officers entered the throng and hauled him out. He was carried, struggling, to a patrol wagon.

Dora Delevitch, with a sign held over her head, was ordered by a policeman to move away from in front of the steps. She stopped to tell him her rights, under the Constitution, and was arrested. The others were picked up when they refused to move when ordered.

Patrol wagons from the Hanover-st, Milk-st and Back Bay stations, in response to calls, meanwhile rushed to the State House loaded with reserves.

Capt John Hanrahan of the Joy-st station had taken a position on the sidewalk directly in front of the main entrance to the State House. As the reserves jumped from the wagons he

ordered them to clear the street, to allow no one without business to walk along the sidewalk in front of the State House, and then to clear the other sidewalk and steps leading from Beacon st, to the Common. The crowd quickly thinned and the excitement subsided.

Day Force Remains on Duty

Although satisfied that the situation was well in hand, Supt Michael H. Crowley gave orders yesterday afternoon that the day force remain at station houses during the evening ready for any emergency.

The "flying squadron" at Police Headquarters, which went on duty late yesterday afternoon under Lieut Stephen Gillis, was also increased and patrols covered every section of the city. The flying squadron members were armed with shotguns and riot guns.

MAYOR CURLEY LAUDS ART WEEK

Points to Boston as Home
of Culture

Dwells on Fine Cooperative Spirit
Among Industries

In a letter regarding "Art Week in Boston" to the Committee on Industrial and Civic Art of the Chamber of Commerce, Mayor Curley said yesterday:

"Boston has ever been the home of the arts and sciences. I believe that it has not fallen from its high estate, and that its duty is to maintain, undimmed, the glory of the past in whatever makes for beauty in all its forms.

"I am so much interested in the celebration of Art Week that I fully indorse the action of the Chamber in placing it among its first activities.

"New buildings rising from year to year represent the highest form of architecture and challenge the structures of those early days which became models of the builder's art for all time. Art museums exhibit what is best in painting and sculpture to the eyes of an appreciative public. The exhibits in the windows of our great business concerns reveal the highly artistic tastes of the merchants, and a conviction that goods must be exhibited in an attractive form.

"The fine spirit of cooperation existing between the museums, merchants, business organizations, art schools and women's clubs is evidenced by the setting off of one whole week for art in all its forms.

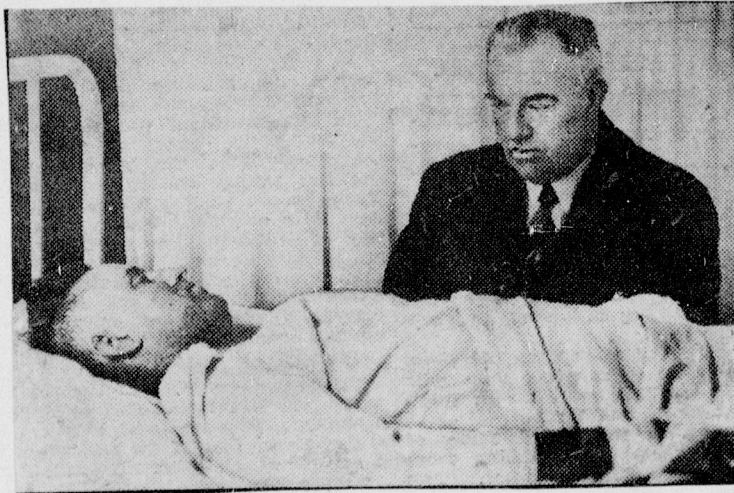
"With this spirit the Chamber of Commerce shows a wholesome sympathy. When art unites with industry in a community there can be no question of failure, and the dream of the Chamber of Commerce expressed in its motto, 'I dreamed a city invincible,' become a reality."

RECORD 3/7/30

Mayor Inspects South End Fire Scene



Mayor James M. Curley shown yesterday as he inspected the damage done at the fire in the Clover Hotel, 335 Shawmut ave., South End, when three persons were burned to death and nine injured or overcome. He reached the scene before the blazing embers had cooled. He paid particular attention to a flight of stairs which had been burned away, cutting off escape.



On Job!

Fire Commissioner Edward A. McLaughlin, new appointee, at bedside of Engineman Henry Kane at City Hospital soon after latter was injured battling flames in Clover Hotel, South End. Fire Commissioner McLaughlin made a thorough probe of blaze, allegedly of suspicious origin. Three were killed.

POST 3/7/30

16 LIMIT BILL GIVEN 3D READING

Plan to Abolish Tax Figure Defeated, 123 to 69

The bill fixing Boston's tax limit for 1930 at \$16 was ordered to a third reading in the House yesterday, after a substitute measure of Representative Shattuck, which would abolish the tax limit, was defeated on a roll-call, 123 to 69.

An amendment offered by Representative Snow of Westfield, which would have fixed the tax limit at \$14.75, was defeated on voice vote.

LIMIT NOT TO BE REACHED

The \$16 limit was favored by the committee on municipal finance and Representative John J. Higgins of Boston. He said that Mayor Curley does not expect to approach the \$16 limit, the figure which the city will need for its departmental maintenance expenses being only about \$14.50 to \$14.75.

When Representative Shattuck said that establishment of a \$16 limit would mean that the city authorities might go up to that amount, Higgins insisted that no such step is contemplated by Mayor Curley.

Representatives Anderson, Wadsworth, Hays and other Boston Republicans supported the bill of the committee and opposed the Shattuck amendment on the ground that they wished to have the Legislature keep a restraining hand upon the Boston tax situation.

Representatives Birmingham, Mullen, McMorro and Twohig, Boston Democrats, although favoring the \$16 bill as a last resort, strongly urged adoption of the Shattuck bill, removing the tax limit and giving the Mayor greater freedom in fixing the amount which the city should spend for current expenses.

In presenting his amendment for a \$14.75 limit, Representative Snow said that Mayor Curley had made it plain that he will not need more than \$14.50 to \$14.75.

"I am willing to give him the outside figure which the Mayor himself laid down," said Snow. "That is \$2 more than the tax limit of last year, and that additional \$2 on the limit will mean that the city of Boston can expend approximately \$4,000,000 more for current expenses than was expended last year."

HERALD 3/8/30

GOVERNOR SQ. SUBWAY PLANS ARE APPROVED

Construction to Begin Soon as Legislature Adds Its O K

Agreement among the directors of the Boston Elevated, the public trustees and the city of Boston, set forth in a bill filed with the committee on metropolitan affairs today, will result in the immediate extension of the Boylston street subway beyond Governor square.

The recession of both the Elevated directors and the trustees from their stand that the rental of 4 1/2 per cent. of the actual cost, which has been the basis for computation of all previous rentals of rapid transit facilities, must be reduced, and the acceptance of this rental, with an accompanying change in the method of assessment of any deficit, have ended the controversy of several years, which has prevented the elimination of traffic congestion due to the operating of trolley cars in Governor square.

TO MEET DEFICIT

Under the bill filed today, any operating deficit will be assessed upon the cities and towns constituting the metropolitan transit district, on the basis of assessed valuation, instead of being assessed upon the communities served by the Elevated on the basis of car users.

These communities are Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Melrose, Newton, Revere, Somerville and Watertown.

The extension plan provides for the continuance of the subway on Commonwealth avenue to Blandford street and along Beacon street to a point east of the Boston & Albany railroad bridge.

FOLLOWS CURLEY PLAN

The agreement, acceptable to the directors, trustees and the city, represents the value of the suggestion made at a legislative hearing by Mayor Curley, whose advocacy of the inclusion of Frederic E. Snow, representing the directors, in the consideration of any acceptable legislative bill, led to his delegation as one of three conferees.

In commenting upon the agreement, Mayor Curley issued a statement, this noon, in which he laid emphasis upon the fact that the Governor square project is the first rapid transit matter considered in five years upon which the directors, trustees and city have been in accord.

His statement:

"The sub-committee of the committee on metropolitan affairs, to whom was referred the further consideration of legislation providing rapid transit and traffic relief at Governor square, has been in conference considering the drafting of the necessary legislation for more than a week.

ALL IN AGREEMENT

"The sub-committee referred the drafting of the necessary legislation to counsel representing the city of Boston, Samuel Silverman; counsel representing the Boston Elevated public control trustees and counsel representing the directors of the Boston Elevated Railway, Frederick E. Snow. The result of the deliberations of the counsel representing the three parties interested was submitted late Thursday to the sub-committee, which committee, through its chairman, were in agreement upon the questions of acceptance of such bill as might be determined upon by counsel representing all parties at interest. The sub-committee and the committee on metropolitan affairs is now in a position to submit the report and findings and bill to the full committee on metropolitan affairs.

FIRST IN FIVE YEARS

The bill as finally agreed upon and submitted to the sub-committee of the committee on metropolitan affairs represents the first agreement that it has been possible to secure upon which all three parties at interest were in agreement in a period of more than five years. In the event that the committee on metropolitan affairs report the bill as agreed upon to the Legislature, and the Legislature approves and the Governor signs, steam shovels and compressed air with man labor will take the place of acrimonious recrimination and words in the matter of the solution of this rapid transit problem, which has proved the most vexatious and difficult of solution of any that have been considered during the entire history of the movement for improved transit facilities in Boston.

AIDS UNEMPLOYMENT

A real opportunity is presented in the adoption of the bill as drafted for the solution not only of the transportation problem at this particular point but the providing of immediate work for the vast number of persons seeking the same at the present time. As mayor of Boston, ably assisted by the corporation counsel, Samuel Silverman, I rejoice at the speedy progress that has been made upon this long delayed improvement.

The responsibility for any further delay will not rest either on the city of Boston, transit department, the Boston Elevated board of public control of the Boston Elevated Railway system, it will rest squarely with the general court. I sincerely trust they will recognize this opportunity to perform a service both to the travelling public and the great army of unemployed by immediate action and, if necessary, to secure that action by a suspension of the rules.

TRANSCRIPT 3/7/30

Leviathan Coming to Boston March 27

Special to the Transcript:

Washington, March 7.—Announcement that the steamship Leviathan will be sent to Boston for annual overhauling was made by Congressman McCormack of Boston today after conferring with Acting Secretary of the Navy Jahneke. Mr. McCormack said:

"On account of the unemployment conditions existing in and around Boston, and with the understanding that as much work as possible would be done by the United States Lines, the Navy Department made concessions for the use of the drydock at Boston without any profit to the Government, with the result that the SS Leviathan will be sent to Boston for the purpose of cleaning and painting her hull, also for necessary overhaul and general repair work. She will be sent to Boston, to arrive there March 27, and will remain in dry dock until about April 7.

JOSLIN

Let Tercentenary Memorial Contract

Mayor Curley today approved a contract for \$45,000 to John F. Paramino, sculptor, for making the tercentenary memorial of the founding of Boston, which will be dedicated on the Common, opposite Spruce and Beacon sts., on Boston Day, September 17.

HERALD 3/8/30

BOSTON TAX LIMIT BILL PASSED BY HOUSE

The strife that marked the legislative progress of the Boston tax limit bill Thursday afternoon in the House was followed by complete calm when it was reached on yesterday morning's calendar. Without a single vote raised in protest it was passed to be engrossed. Under a suspension of rules it was forwarded to the Senate, where it will come up for concurrent action Monday.

HERALD 3/8/30

FIREBOAT ORDER PASSES COUNCIL

New Craft Will Cost \$350,000—
Pump 10,000 Gals. a Minute

A new steel fireboat with a pumping capacity of 10,000 gallons per minute will replace the old wooden boat, designated as engine 31, within the next year, and will be the first of a fleet of three such boats which will be added to the department by Mayor Curley.

The city council committee on finance yesterday approved the mayor's order for an appropriation of \$350,000 for the new boat.

The finance committee also took fa-

vorable action on an appropriation order of \$40,000 for the Healey playground in Roslindale.

No action was taken on the order of Councilman Murray for an appropriation of \$150,000 for the construction of an underpass between Washington street and Hyde Park avenue. Forest Hills, to take the place of the wooden foot bridge which was built during the Hibbard administration.

Delegations of Forest Hills residents, including clergymen, urged favorable action and compared the benefits of an underpass which will be available to vehicles with the somewhat dangerous foot bridge which was described as 60 feet above the street level. Practically all of the organizations in the Forest Hills section approved the plan but until the proponents can confer with Mayor Curley and ascertain his attitude about an appropriation, the council committee will not take any action.

CITY AUTO JOY RIDING MUST STOP

Curley Tells Department Heads "New Era" at Hand

BY WILTON VAUGH

Pleasure riding in city cars, private use of city telephones, seven-course luncheons for city employees and all forms of graft by city contractors and city workers were definitely and completely banned in an edict delivered by Mayor Curley to his department heads in their first cabinet meeting, late yesterday. He called for a new era of strict economy in the conduct of municipal business and virtually read the "riot act."

DEMANDS FULL SERVICE

For two hours, the Mayor directly named the leaks on the city treasury that must be plugged up, and he warned the department heads that unless they could produce 100 cents worth of service for every \$1 paid by the taxpayers he would get executives who could.

Budget estimates of the city departments for 1930 represent \$4,400,000 more than the actual expenditures of last year, the Mayor informed the department heads, and the school department has estimated increased expenditures of \$2,492,000, making a total increase of \$6,892,000, meaning a jump of \$3.58 in the tax rate.

It was to forestall this threatened increase in the tax rate that the Mayor ordered the department heads to cut down the estimates and to institute drastic economies in the conduct of their departments. The Mayor will also request the school, police and other departments which are not under his control to observe the same policy of economy, as he controls but 39 per cent of the municipal expenditures.

Single Hour for Lunch

As 50 per cent of the city expenses go to personal service, leaving only the remainder for materials, equipment and supplies, the Mayor ordered a careful watch to see that the expenditures for personal service are merited.

He pointed out that the ordinances require a working day from 9 o'clock in the morning until 5 o'clock at night, and that all officials as well as department heads must take but a single hour for lunch. In the future habitual offenders in this matter will be made examples.

Creation of new positions on the city payroll will be taboo and only those absolutely necessary will be allowed by the Mayor. The same rule will be held

in regard to the filling of vacancies and promotions to fill vacancies will be suspended until June 1, when the budget increases become effective.

Temporary help will be limited to emergencies and overtime will be allowed on Sundays, holidays and in emergencies only after approval has been obtained from the office of the Mayor.

Protesting against the increase of 150 per cent in the cost of automobile repairs during the past four years, the Mayor told the department heads that in the future the city chauffeurs will not have full power to order repairs.

To Stop Joy-Riding

That the city cars were being used for pleasure purposes was indicated by the excessive bills for gasoline and oil, which he ordered stopped, insisting that the department heads must observe the ordinance requiring the city label on all city cars to discourage Sunday touring.

Storage of city pleasure cars in private garages has cost from \$10 to \$25 a month, the Mayor stated, questioning the difference in rates charged up by the various departments and ordering an end to the practice of paying whatever the neighboring garage man asks.

High-priced cars for city officials will be eliminated during the Curley administration. Just as soon as the existing fleet of luxurious sedans wears out, Fords will be purchased. Even these will be bought only for necessary replacements. Many officials will be deprived of the use of a city car except when actually required and the long line of machines parked all day long behind City Hall will become a memory.

Private Phone Talks

Private conversations over city telephones will be reduced and the lines reserved for municipal business, the Mayor ordered, explaining that a sufficient supply of public pay stations have been installed in the corridors of City Hall and other public buildings. Questioning the number of private telephones paid for by the city, the Mayor protested that the cost of service to the city had increased a fourth in the past four years.

A "blacklist" will be prepared for all contractors who fail to carry out the specifications of city contracts to the letter. Once caught, they will never get another job while he is Mayor, Mr. Curley informed his department heads, and said that any inspector who is found favoring a contractor at the expense of the city will be discharged.

City investigators, inspectors and visitors, who supervise public works involving the expenditures of millions of dollars of the city money will be checked and double-checked to avoid leakage of funds.

Bars Political Influence

And politicians will have no influence at City Hall, if the department heads follow the orders of the Mayor. "Recommendations of office holders must not influence you in the discharge of your duties," the executives said the Mayor told them. "We have received orders to show no favoritism," they stated after the conference.

The department heads were ordered to call their workers together in bi-monthly meetings to discover ways of conducting necessary economies. The executives were commanded to see that the 20,000 city workers be as careful with municipal property as they would be with their own in preventing waste and damage.

A report of their stewardship will be demanded of the department heads in a month, for the Mayor has decided to hold cabinet meetings monthly. Unless they carry out orders, the lineup of the cabinet will change. If they succeed in saving money through the economies outlined, the Mayor explained that the city would be in a position to use it for necessary public improvements, providing jobs for the unemployed.

ASKS HASTE ON GOVERNOR SQ.

Mayor Wants Bill Passed by Legislature Soon

Steamshovels will start to work on the construction of the Boylston street subway extension under Governor square for the relief of transit and traffic congestion, provided the Legislature adopts the legislative bill agreed upon by the city, the Elevated directors and the Elevated public trustees, after a debate of five years duration. Mayor Curley announced yesterday.

He appealed to the Legislature to suspend its rules "to perform a service both to the travelling public and to the great army of unemployed." It will be a \$3,000,000 job to be built by the city, with the Elevated agreeing to pay the usual rental of 4 1/2 per cent of the cost, representing \$350,000 a year.

If this added expenditure of \$350,000 a year should result in an Elevated deficit, under the new bill, it will be met by the 14 cities and towns in the Metropolitan transit district instead of through an increase in fare. This factor caused the directors and the public trustees to withdraw the opposition which they have exerted against the Governor square extension since 1925.

FOREST HILLS TUNNEL URGED

Residents Seek Passage of \$150,000 Order

Urging the construction of a tunnel to connect Washington street and Hyde Park avenue under the railroad tracks beyond the Forest Hills station, scores of residents appeared yesterday before the City Council committee on finance in favor of the necessary loan order of \$150,000 to perform the work.

They protested that the old bridge was unsafe for school children and aged pedestrians, who would be forced to walk almost a mile unless they used the lofty bridge. Among those demanding the new tunnel were Councillor Peter A. Murray with representatives from St. Andrew's Church, the Francis Parkman Parents' Association, Bussey Improvement Association and Forest Hills Federation. Following the hearing, Chairman Timothy F. Donovan announced that the committee had voted to report the loan order "ought to pass" to the full Council on Monday.

POST 3/8/30

NEXT!



COLORED GUARD IN 17TH PARADE

Battalion of 372d Infantry to Replace Coast Guard

A battalion of colored troops of the 372d infantry of the Massachusetts national guard, will march in the Evacuation Day parade in South Boston this year instead of the United States coast guard unit whose commanding officer declined the invitation of the parade

committee to participate in the event. The announcement of this replacement was made last night by Edward C. Carroll, chief marshal of the parade.

Efforts to secure the colored regiment were begun after it had been definitely ascertained that the coast guardsmen would not be available for the occasion and it was through the assistance tendered by Mayor Curley, Carroll said, that the services of the recently organized colored outfit were finally obtained.

The 372d infantry, Carroll declared, is one of the finest regiments in the national guard and he expects their appearance in the parade on Evacuation Day and the music of their regimental band will be one of the outstanding features of the event. Five companies of 100 men each, with Major Larkland F. Hewitt in command, and the regimental band will march with the unit.

Contd.

RECORD 3/8/30

height of the postoffice structure, that being a Government job. But, even so, Boston is building 21-story structures.

Look at the new United Shoe Machinery set-back building, rising 24 stories (290 feet) in the air. Consider the Tower building, now under construction at Devonshire, Franklin and Federal sts. It counts up 21 stories (245 feet).

Who has been quaint and behind the procession? Not Boston, surely. Does Senator Glass recall that Boston built the first subway in the country, operating it back in 1894?

It may have escaped the Senator's recollection that the first metropolitan water, sewerage and parkway system in this land was established in the Boston metropolitan area.

Or that the use of ether as an anesthetic was first demonstrated at the Massachusetts General Hospital in Boston.

Or that our present East Boston rapid transit tunnel was the first concrete under-water tunnel ever built in the United States.

Who's quaint and behind the times? Not Boston.

Let us remind the Senator from the Old Dominion that the first electric fire alarm system in the United States was installed in Boston April 28, 1852. Its central station was in City Hall and it was not a big system. But it was the FIRST.

One could go on like this indefinitely. A Boston hotel man was the first American to provide three-room suites for guests. The first telephone talk was between Professor Alexander Graham Bell in Boston and Thomas A. Watson in Cambridge. And so on and on.

Mayor Sits Down With His Assistants



Mayor Curley and his new assistants gathered yesterday for the first time. Above left to right are, seated, Samuel Silverman, Joseph P. Manning, Mayor Curley, Mrs. Colin W. MacDonald, James E. Maguire; standing, Edmund L. Dolan, Frank B. Bowland, Neal A. Holland, William P. Long, Daniel H. Rose, Edward S. Kelley, Peter F. Tague, Theodore A. Haffenreffer, Charles P. Bogan, Edward F. McLaughlin, Charles J. Fox, William H. Taylor, Frank Seiberlich, Maj. Charles T. Harding, Edward H. Willey, Phillip A. Chapman, James J. Dolvey, Maj. William J. Casey and Col. Thomas J. Sullivan.

WHO'S QUAIN?



Boston's tallest structure, the Custom House tower. It is build of granite and is cited by New England granite interests as another argument for building the new Boston postoffice of their product instead of Indiana limestone.



The United Shoe Machinery Building, a set-back structure rising 24 stories, is one effective answer to a query by Sen. Carter Glass of Virginia whether Boston is too "quaint" to have a 21-story post-office building.

(This is the eighth in a series of editorials based on the belief that New England is no mere corner but rather the CORNERSTONE of the United States and that her demands must receive due consideration at Washington.)

When U. S. Senator David I. Walsh of Massachusetts explained to the Senate Appropriations Committee, Thursday, that the projected new federal, or postoffice, building at Boston would be 21 stories high, Senator Carter Glass of Virginia was surprised and said so. The Senator from the Old Dominion added:

"How will a city as quaint and conservative as Boston tolerate a 21-story building?"

Senator Walsh retorted that Boston may be quaint and conservative along some lines, but is also up and coming.

This was in the course of the fight that is being made to have the new Boston postoffice faced with New England granite, instead of Indiana limestone. It should be built of granite, the same as the Custom House tower, not of Hoosier limestone.

But in regard to Senator Glass and his inference that Boston is too "quaint" to tolerate a 21-story building.

Boston may be quaint in the sense of things historic, unusual and interesting. But in progress, in keeping up with the procession—No.

We wonder if the limestone interests are finding the Boston New England granite men "quaint" in their determination not to be crowded out by their Indiana competitors. Would it not be "quaint" if Uncle Sam decided to use granite for the Boston postoffice, after all?

Who's quaint, Senator Glass?—too quaint for a 21-story building. Not Boston, surely. To be sure, Boston has nothing to say about the

Seeks 90-Day Live Parking Experiment

Back Bay Association Thinks Such a Rule Easier to Enforce

In the belief that "live parking" regulations would be easier to enforce than the present regulations, the Back Bay Association has indorsed a proposal for a ninety-day trial of the experiment in the area north and east of Arlington street, and on certain other through routes traversing the Back Bay section.

"The traffic committee believes such a rule would be far easier for the police to enforce and far simpler for the general public to understand," says Horace Guild, secretary. "The question whether a car had been parked fifty-five or sixty-five minutes would not arise. The only question would be whether somebody competent to operate the car was in it, and people would not have to familiarize themselves with a complicated set of regulations; to wonder whether they might leave their car twenty minutes or an hour, or not at all. It has seemed to the committee that a ninety-day trial period would serve to familiarize the greatest part of the public with the change so that it would be possible to determine just what the effect of such a change would be.

"Based on the rate of increase between 1920 and 1925 and the known population of Boston in 1925, the present population of the city is 815,351. With a police force numbering 2456, we now have a police officer for every 331 of our people (including children). A 9 per cent increase in population has been met with an increase of over 33 1-3 per cent in the police force at a cost far from negligible.

"Traffic regulations permitting parking of automobiles for limited periods of twenty minutes, one hour, or other times, have been on the books all of that time and have not been enforced. There seems little room for an opinion that they are enforceable without substantial increase in the police force, and it is even doubtful if they would then be enforceable."

No Parking Helps Chicago

Chamber of Commerce Committee Reports Experiment Not Especially Helpful to Boston Study, However

The committee on traffic control and safety of the Boston Chamber of Commerce, in a report sent out today, declares that the no-parking ordinance in Chicago has been helpful in relieving traffic congestion, but that a comparison of conditions in Boston and Chicago shows them so dissimilar that the results of the Chicago experiment are not particularly helpful in the study of whether Boston should follow Chicago's example.

The committee is now engaged in a further study to ascertain what changes are necessary in the parking regulations of Boston, this study to include the various no-parking regulations recently proposed.

The report continues that Boston has gone far ahead of Chicago in removing its mass facilities from the streets, thus eliminating the competition of these facilities from automotive transportation.

HERALD 3/10/30

"DISRAELI OF BOSTON"

We trust that Corporation Counsel Samuel Silverman, whom several hundred of his friends honored at a banquet Saturday night, will not take too literally, or try too earnestly to justify, the characterization of him by the presiding officer, Judge Frank S. Deland, who referred to him as "the Disraeli of Boston." The Judge was talking in merely a post-prandial way, we hope. He did not have in mind the brilliant Prime Minister of whom it has been said by Philip Guedalla, that his principles were "slightly fluid."

Nor could the allusion of Judge Deland have been intended to apply to the sartorial side of Lord Beaconsfield. If Mr. Silverman should follow Dizzy's example in dress, John W. Davis, the best dressed presidential candidate in history, and Joseph A. Conry, spatted, caned, a daily hint from Bond street, would seem relatively ragged and dishevelled. For Dizzy was what the boys call some dresser. Imagine the Corporation counsel decked out in a black velvet suit, with ruffles, with red clocks on his stockings, with a flower, with a well-bred air of nil admirari. After one day of that, we can visualize a scene on the second floor of City Hall with James summoning Samuel and calling in Drs. Myerson and May for a psychopathic consultation.

But, if Judge Deland had in mind the social, literary and conversational Disraeli, he was setting up a noble ideal. Dizzy could write and talk and charm. He was extraordinarily clever on paper. He was irresistible in his manners—even the Queen hung on his words, and, at the age of seventy, he was carrying on two violent flirtations simultaneously with well bred women. When his rival, Palmerston, Prime Minister, became involved at threescore and ten in a scandal with a woman, and Disraeli, leader of the Opposition, heard the story, he counselled his friends: "For God's sake, do not let the people of England know, or he will sweep the country."

AMERICAN 3/8/30

CURLEY TO PAVE HYDE PARK AVE.

Mayor Curley today assured a group of Hyde Park and West Roxbury residents that if the Legislature granted his request for \$10,000,000 for street betterments, he would have permanent paving and sidewalks placed on Hyde Park ave., from Forest Hills station to the Readville race track.

The distance is about three and a half miles and the cost would be about \$700,000, the mayor figured.

City Councilman Clement Norton headed the delegation making the trip to City Hall in the interests of better streets in their districts.

CR20BE 3/8/30

STUDY IN CHICAGO NOT HELPFUL TO BOSTON

Chamber of Commerce's
Committee Reports

Traffic Survey Shows Conditions in
Two Cities Are Dissimilar

Further light on the vexatious question of whether to limit or bar automobile parking in the highly-congested downtown business area of Boston is contained in a report of the Chamber of Commerce committee on traffic control and safety, in which conditions in the Chicago Loop district, where parking is prohibited altogether, are used as a basis of comparison.

The committee report, signed by Chairman Gifford LeClear and a dozen representative Boston business men, declares the parking ban has relieved congestion in Chicago's business district, but there is a division of opinion as to the effect upon business of the parking ban there.

Conditions in the two cities are found to be so dissimilar that the Chicago results are not particularly helpful in settling Boston's problem. So the committee has embarked upon a further study to ascertain what changes are necessary in downtown parking regulations in Boston. This new survey will furnish workable suggestions for the Boston Traffic Commission controlled by Mayor Curley, which is the final authority.

Report in Part

The report states, in part:

"Boston has gone far ahead of Chicago in removing its mass transportation facilities from downtown streets. Chicago has a larger mileage of elevated and surface car lines; Boston has a smaller length of elevated lines and practically no surface car lines. Off-street transportation in Boston takes care of 72 percent of the passengers entering the district, and on-street agencies account for the balance of 28 percent. In Chicago, off-street agencies provide for 42 percent, while on-street agencies transport the balance of 58 percent.

"According to such measures as heights of buildings, and volume of vehicular and passenger traffic, the business development of Chicago is almost double that of Boston.

"The Chicago district, prior to the no-parking ordinance, had a capacity for cur parking of about 2000 vehicles at one time, as compared with a present capacity of about 2500 in Boston. In comparing the capacity during a 12-hour day with the demand, as represented by the number of vehicles entering the districts, we find that in Chicago the capacity was able to meet about 25 percent of the demand, and in Boston the capacity is in the vicinity of 40 percent of the demand.

Off-Street Storage

"The comparison of off-street storage facilities shows that Chicago, before the adoption of the no-parking ordinance, had a capacity of 8950 vehicles, and the capacity for Boston is 7375 vehicles. About 38 percent of these

facilities were within the no-parking district in Chicago, and the balance in contiguous territory, while Boston has 24 percent within the central business district. Considered in relation to curb capacity at one time, Chicago had an off-street capacity almost 4½ times the curb capacity, whereas in Boston it is three times the curb capacity. Chicago had an opportunity to enlarge these facilities by public action; no such opportunity is apparent in Boston.

"Of retail store patrons using automobiles parked at the curb, Chicago showed 1.6 percent, while Boston had 7.7 percent.

"These data as to curb capacity for parking, off-street storage facilities and opportunities for enlargement of these facilities point in general to a situation in Chicago more conducive to the success of a no-parking ordinance without serious disturbance than exists in Boston. The comparison shows that in both cities parking had been prohibited on most of the curb space, but Chicago showed a larger actual and potential off-street storage capacity.

"Comparisons of the importance of the passenger automobile to the business of the two districts, as revealed by the estimates of through traffic and the study of patronage in retail stores, lead us to the conclusion that this type of transportation is more important in at least certain sections of the central business district of Boston than in Chicago."

CITY AND "L" AGREE ON GOVERNOR-SQ PLAN

Beacon-St Subway Project
Laid Before Legislature

Elevated to Pay Rental at 4½, and
District to Meet Any Deficit

Extension of the Boylston-st Subway under Governor sq and out Beacon st and Commonwealth av for a short distance is now in the hands of the Legislature, ending a five-year controversy between the city and the directors and trustees of the Boston Elevated.

Under the plan, as submitted to the Legislative Committee on Metropolitan Affairs yesterday, the subway will be extended under Commonwealth av to Blandford st, and under Beacon st to a point east of the Boston & Albany Railroad Bridge.

The directors and the trustees of the road agree to pay the rental of 4½ percent of the actual cost, the regular subway rental, but if this results in a deficit the Metropolitan Transit District, consisting of 14 cities and towns, will bear the actual deficit.

Mayor Curley, who has sponsored the Governor-sq project, said that "a real opportunity is presented in the adoption of the bill as drafted for the solution not only of the transportation problem at this particular point but the providing of immediate work for the vast number of persons seeking the same at the present time."

ALL-DEMOCRATIC MAYORS' NIGHT BANQUET MARCH 31

An All-Democratic Mayors' night will be held at the Hotel Statler on Monday, March 31, and it is intended to have for guest speaker either Ex-Gov Alfred E. Smith or Mayor James J. Walker. Invitations to 2500 leading Democratic workers have been sent out.

The banquet is planned with the view of increasing registration, harmony for 1930, with a solid front at the next State election. The Democratic city committee will be assisted by the Alfred E. Smith League of Massachusetts and the Democratic Women Voters. Charles E. McGlue will visit New York this month and secure the guest speaker.

Every Democratic Mayor in the State has been invited, as well as Marcus A. Coolidge, Ex-Mayor John F. Fitzgerald, Gen Edward L. Logan, Ex-Mayor Andrew J. Peters, Joseph Ely, John F. Malley, Rev Roland D. Sawyer, Stroba V. Claggett, Senator David I. Walsh, Congressman William P. Connery, Congressman John W. McCormack, Congressman John J. Douglass, Thomas C. O'Brien, Peter F. Tague and Charles Riordan.

Henry E. Lawler will be toastmaster. Addresses will be made by Mayor Curley, Ex-Mayor Fitzgerald and Frank J. Donahue, chairman of the Democratic State committee.

CURLEY DENIES ANY CRITICISM OF ALLEN

Finds Governor Anxious to
Help Unemployed

A wrong interpretation of the attitude of Mayor Curley toward the unemployment policy of Gov Allen, as expressed by him Saturday at the monthly luncheon of the Mayors' Club of Massachusetts, resulted in a misleading caption in the report published in yesterday's Globe.

Instead of attacking the unemployment policy of Gov Allen, it appears that Mayor Curley appreciates all that the Governor is doing toward relieving the situation.

Discussing the matter last night, Mayor Curley said that "the caption of the report of meeting of the Mayors' Club which appeared in the Sunday edition of the Boston Globe and reading, 'Curley Attacks Allen's Unemployment Policy,' is both unjust and misleading, and I respectfully request a correction of the same.

"I made no criticism of Gov Allen or of the Civil Service Commission, because the law prevents granting preference because of size of families.

"I simply stated that it was unfortunate and that I had presented a bill to change existing law so that in time of depression preference might be given men and women in proportion to their dependents.

"In my opinion, Gov Allen is doing all that he can to relieve unemployment, and the assistance he has given me upon legislation to provide funds to relieve the situation in Boston has been most helpful.

"I have found Gov Allen sympathetic and anxious to help the unemployed, and value his friendship too highly to allow any statement that would cause him to think otherwise to go unchallenged."

Time Surely Coming for Municipal Advertising

Legislature May Again Adhere to Its Stringent Policy,
but Idea Is Fast Gaining Support All Over the State,
as the Hearing of This Week Indicated—Gloucester
Has Much Benefited by Getting Its Appeal Over

By Forrest P. Hull

EVEN though the Legislature may again this year refuse the privilege to cities and towns to use their public funds for advertising purposes, the idea is gaining strength so rapidly that the time is not far distant when Massachusetts municipalities will be able to keep step with those of other States. Fast-increasing support of advertising campaigns was indicated at the hearing on Thursday before the legislative Committee on Municipal Finance.

The hearing was on the bill filed by the Association of Western Massachusetts Chambers of Commerce and on a similar bill filed by Representative Charles L. Page of Boston. To a greater extent than at any time in the past representatives of city and town governments and members of the Legislature gave their support, all of whom were stimulated in the thought of success by the remarks of Representative Martha N. Brookings of Gloucester, who informed the committee that her city obtained special legislation some years ago and had advertised with signal success.

The fact was impressed on the committee by Conrad Hemond, secretary of the western association, that the bill was permissive and he was confident that no city government or town meeting would vote to use their privilege on any doubtful experiments. In the four western counties of the State, where such strong efforts have been made in recent years to attract tourists to the Berkshires, the people are anxious, the committee was informed, to have the principal adopted. He spoke of what various chambers of commerce have done in a limited way to attract business and tourists.

Springfield was cited by George D. Chamberlain of that city, a member of the Governor's Council, as a city which had benefited greatly by the advertising efforts of the Chamber of Commerce, and Commander John J. O'Connell of the State department of the American Legion, speaking as a representative of the American Business Men's Association, recorded that organization in favor. Other organizations to support the principle were the Massachusetts division of the New England Council, the Associated Industries of Massachusetts, the Massachusetts Industrial Commission, the Massachusetts Chamber of Commerce and the Boston Chamber of Commerce.

Never before has the legislative committee received so impressive testimony in favor of this annually recurrent measure. Last year the support was most active and the committee would have reported the bill if fears had not been aroused that public money would, in some particular cases, be in jeopardy.

Naturally, the hotel men join with other business organizations in calling for a measure that would seem to offer attractive possibilities, combined with what trade organizations and State publicity

boards, and also the New England Council, are doing in behalf of New England. But it is a lamentable fact that the hotel representatives do not exert themselves to make their appeals potent at the Legislature, no matter what the measure is. During the previous week when Mayor Curley's measure for the legalizing of city contingent funds for the entertainment of municipal guests was under consideration, no hotel men were present, much to the mayor's surprise.

Steel Fireboat to Replace Engine 31

A new steel fireboat with a pumping capacity of 10,000 gallons per minute will replace the old wooden boat, designated as engine 31, within the next year, and will be the first of a fleet of three such boats which will be added to the department by Mayor Curley.

The City Council committee on finance approved the mayor's order for an appropriation of \$350,000 for the new boat.

Governor Square

AT LAST! Action on the traffic mess at Governor square. Some bright mind years ago made a subway entrance at Governor square. Cars coming out of and going into the subway and automobiles passing through the square made up one of Boston's worst traffic jams.

For years we have been having a lot of talk about it, and no action. A few days ago Mayor Curley tucked a portfolio under his arm, went up to the State House and offered a plan. He brushed aside red tape and technicalities and said what he had to say.

As a result, we get word that at last the directors of the Boston Elevated, the public trustees and the city of Boston have agreed upon a plan. A bill backed by all of them has been submitted to the committee on metropolitan affairs at the State House and perhaps it will not be long before the problem is solved.

The subway will be extended under the square and under two streets, Commonwealth avenue and Beacon street. The new entrances will be at Commonwealth avenue and Blandford street, near Temple Adath Israel, and on Beacon street near the in-town side of the railroad bridge. Muddy river conduit runs under Beacon street at this point. This engineering problem will be met.

The Elevated will pay a yearly rental of 4½ per cent. of the actual cost. If a deficit results, it will be met by the cities and towns of the metropolitan transit district on a basis of assessed valuation. These communities are Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Melrose, Newton, Revere, Somerville and Watertown.

Some residents of towns not along the routes of the extensions may wonder how they will benefit.

Everybody will benefit.

The Pilot Marks End of 100 Years of Service Here Today

Huge Centenary Edition of Catholic Journal Reviews Achievements of Church in Boston And Is Tribute to Cardinal

The completion of one hundred years in the service of the arch-diocese of Boston will be marked today by the Pilot Publishing Company when the centenary edition of the Pilot, containing 148 pages, in addition to the regular news sections, will be published.

This mammoth newspaper, containing as it does a record of marvelous achievements in religion and education by the Catholic church, throughout the diocese, may be considered a distinct tribute to his eminence, William Cardinal O'Connell, under whose patronage the paper is published.

One of the noteworthy articles in this special edition is the autobiography of the great churchman written by Mabel A. Farnum and illustrated with pictures of Cardinal O'Connell from youth to the present time.

A splendid picture of Cardinal O'Connell forms the centerpiece of the first page of the paper, arranged in an attractive layout and surrounded by notable church dignitaries of former years, including Bishop Cheverus, whose service in Boston was from 1808 to 1823; Bishop Fenwick, 1825 to 1846; Bishop Fitzpatrick, 1846 to 1866, and Archbishop Williams, 1886 to 1907.

Prominent among the articles interesting to non-Catholics as well as Catholics are the following: "A Century of Service to God and Country"; "On Puritanism," by Hillaire Belloc; "A Century of Remarkable Progress," being the story of the Catholic Church in Boston by the Rev. Francis X. Quinn; "The Story of Mission Aid in Boston," by the Rev. Richard J. Cushing, diocesan director; "The Catholic Truth Guild," by David Goldstein; "A Hundred Years of Catholic Charity," by

the Rev. George P. O'Connor, director of the Catholic Charitable Bureau; "The Young Men's Catholic Association," by Joseph H. Farren; "A Century of Catholic Education," by the Rev. Richard J. Quinn, S. T. L.; "The League of Catholic Women," by Mrs. Francis E. Slattery, and "The Broadcasting of Catholic Truth," by the Rev. M. J. Ahern, S. J.

The text is relieved by pictures of priests and buildings throughout the arch-diocese. A story of the old churches of Boston is well-worth reading.

There are also informative articles on St. John's Seminary, Holy Cross and Boston College, St. Elizabeth's Hospital and many other educational institutions and hospitals in Greater Boston. A directory of priests, churches and institutions throughout the archdiocese should prove of real value to many readers. This special edition is profusely illustrated.

It contains letters of congratulation from President Hoover, ex-President Coolidge, Gov. Frank G. Allen, Mayor James M. Curley, former mayor, Malcolm Edwin Nichols, and men and women high up in state and civic affairs.

Of special interest is the preface to the centenary edition in which His Eminence, Cardinal O'Connell, says:

"When the Pilot was born, Boston was a little seaport town of 25,000 inhabitants. The Catholic Church was in the hands of one bishop and three priests serving 3000 Catholics in nine churches along the New England seaboard.

"This year, when Boston is celebrating the tercentenary of its founding and the Pilot the centenary of its birth, the Catholic church, in what was but a portion of the diocese of Boston in 1929 is presided over by a cardinal archbishop, ministering with more than a thousand priests to cover a million people in almost four hundred churches."

UNDERPASS URGED FOR FOREST HILLS

Would Replace Old Bridge for Which Curley Fought

Many years ago, while chairman of the Board of Aldermen, James M. Curley, now Mayor of Boston, made it possible for the residents near Forest Hills sq to have an overhead foot bridge from Washington st to Hyde Park av. He led the fight for the bridge, which was built under the administration of the late Mayor George A. Hibbard.

Yesterday, there was a large turnout of Forest Hills residents seeking an underpass to replace the old high wooden bridge that spans the railroad tracks. The Finance Committee of the City Council had before it an order introduced by Councillor Peter A. Murray calling for an appropriation of \$150,000 for the construction of an underpass.

Among those who spoke in favor were clergymen of the section and representatives of the Francis Parkman Mothers' Association, Bussey Improvement Association, Forest Hills A. A., Forest Hills Club and Forest Hills Federation.

The committee held it over for a week pending action by the Mayor.

Ought to pass was the vote of the Finance Committee on the Mayor's order for \$150,000 for a new, modern fireboat to replace the worn out Engine 31. It also looked upon favorably the order for \$40,000 for new bleachers and resurfacing of the Healey Playground at Roslindale and the \$300,000 order for a city printing plant building. The money is available from funds saved by the printing department which occupies leased floor space of 24,000 feet, at an annual rental of \$15,000. The department is said to require 39,000 square feet of space.

Mayor Curley has approved of art week, and a lot of us observed it by buying a new necktie.

Newspaper Man Named Registrar

Mayor Curley today appointed Henry L. Daily of 35 Clarkson street, Dorchester, as registrar of births, deaths and marriages, to fill the vacancy caused by the death of Edward W. McGlennen.

Mr. Daily is a newspaper man of twenty-seven years' experience, twelve of which have been passed at City Hall as representative of the Boston American. The mayor, in his announcement, declared that Mr. Daily was exceptionally well qualified for the position, not only because of his general newspaper training but because of his intimate knowledge of the department.

DELAY FARE JUMP ON NARROW GAUGE

Utilities Board Bars Increase Before April 10

The date on which increase in schedules of rates filed by the Boston, Revere Beach and Lynn Railroad were to become effective was deferred today by the department of public utilities until April 10. The department, according to the order, has not yet completed its investigation initiated by protests of Senator Brodbine of Revere and Representative Pratt of Saugus. The company sought to put new rates into effect Feb. 10.

DAILY APPOINTED BIRTHS REGISTRAR

Henry L. Daily of 35 Clarkson street, Dorchester, City Hall reporter for the Boston American, was appointed today to be registrar of births, deaths and marriages by Mayor James M. Curley. He is well known in Boston, having been in newspaper work for 2 years. He is married and has one son.

Confid

GLOBE 3/8/30

Mayor Curley yesterday afternoon received the members of the official family in his office at City Hall and told them that the city must economize and that they must start immediately. The department heads are to hold bi-monthly conferences with employees in departments, and there will be bi-monthly conferences between heads of departments and the Mayor for the purpose of expediting city affairs and devising ways and means to enforce necessary economies.

The Mayor told his cabinet that city department estimates for 1930 show an increase of \$4,400,000 over what was actually expended last year, and in addition there is a burden of \$2,492,000 for the School Department over what was actually expended last year.

Increased Tax Rate Looms

That total of \$6,892,000, according to the Mayor would mean an increase in tax rate of slightly in excess of \$3.58, and he impressed the heads of the various departments that there must be strict economy and paring down.

The practice of buying supplies and then sending the requisition to the Department of supplies for a confirming order, is ended. Yesterday the Mayor told the heads of departments that, hereafter, all department supplies will be purchased only on the order of the Supply Department.

While nothing was said about time clocks, the Mayor notified heads of departments that working hours for employees will be 9 a m to 5 p m with one hour for lunch. Habitual offenders to be made an example of.

City Contracts

Contracts were given particular attention in the Mayor's greeting to his cabinet. He said that there will be no favoritism in the granting or fulfillment of contracts, and strict supervision must be maintained to see that contracts are conformed with. Recommendations, he said of public office holders, regardless of their office, must not in any way influence department heads in the discharge of their duties. As for any employee who permits himself to be influenced by a contractor, the employee will be removed from the service and the contractor blacklisted.

Creating of new positions and filling vacancies is tabooed, unless absolutely necessary, and promotions to fill vacancies should be suspended until June 1, when budget increases are effective. Except in case of Sunday, holiday and emergency overtime, no work of this character should be started without first securing approval of the Mayor's office.

Matter of Automobiles

Automobiles came in for considerable attention. After declaring that cost has advanced 150 percent in four years, the Mayor declared chauffeurs should

not have full power to order repairs. Storage, according to the Mayor, varies from \$10 to \$25 and the amount of gasoline consumed would indicate, he said, that pleasure cars are being used for other than city business. High-priced cars are to be eliminated and the purchase of new cars and trucks must be limited to necessary replacements.

The Mayor declared that a more watchful attitude by employees will prevent much waste and damage which now causes plant and grounds repair. Failure of employees to prevent damage, he said, should be penalized.

Inspectors, visitors and investigators, who supervise work involving large expenditure of money, the Mayor said, should have their work constantly checked, to avoid leakage.

Actual needs, the Mayor said, will be the rule in the purchase of equipment.

In closing, he declared that, if employees exercise the same amount of care in the use of supplies and materials furnished the city as they would if they were paying for them out of their own pockets, much waste could be avoided.

SHIFTS IN ONE-WAY STREETS DOWNTOWN

Traffic Rule Changes in Effect Tomorrow

Will Affect Thousands of Drivers in Business District

A number of important changes in one-way traffic rules on downtown streets will be put into effect tomorrow morning, according to an announcement made yesterday by Col Thomas F. Sullivan, acting traffic commissioner. The new rules, which affect five streets in the business district, have been ordered to make more effective the operation of the new automatic traffic signal light system which, it is expected, will be put in service in May.

All the changes are drastic. They affect thousands of automobilists traversing the downtown business district daily. The members of the Traffic Commission anticipate some confusion for a time, but believe that, by the time the new signal lights are installed in May, all drivers will be familiar with the rules and that the new system will work smoothly.

Summary of Changes

A summary of the changes follows:

Avery St—At present one-way from Tremont st to Washington st; traffic reversed so that it will, in future, be one-way from Washington st to Tremont st.

Lagrange St—At present one-way from Tremont st to Washington st; traffic reversed so that it becomes one-way from Washington st to Tremont st.

Boylston St—Made one-way from Tremont st to Washington. Under the present rules the street is open to two-way traffic.

Merrimac St—Made one-way from Haymarket sq to Friend st. At present it is two-way.

Friend st—Made one-way from Haymarket sq to Washington st; and one-way from Merrimac st to Causeway st. Under present rules it is one-way from Union st to Causeway.

It is on Friend st that the Traffic Commissioners anticipate the most trouble, for under the new rules the street is divided into three sections, with traffic in the middle section running in the opposite direction to traffic in the other two. Under the new rules traffic from Union st to Hanover st, and from Merrimac st to Causeway st will move in the same direction as at the present time, but between Merrimac st and Washington st it will be reversed so that it travels in the direction opposite to that in the other two sections of the street.

Commission's Statement

The statement of the commission, accompanying the announcement of the new rules, is:

"When considering the present layout of the area to be controlled by lights, it was found that Haymarket sq and the intersection of Boylston and Tremont st were controlling factors in this installation due to existing conflicting movements of traffic.

"At Haymarket sq, Merrimac st and Sudbury st traffic conflicts at the intersection of these two streets. It was therefore voted that Merrimac st be made one way from Haymarket sq to Friend st, so that no traffic hereafter will enter Haymarket sq from Merrimac st. In order to accommodate this traffic, Friend st has been reversed so that vehicles now will operate on Friend st in a southerly direction from Merrimac st to Washington st. This will permit traffic formerly using Merrimac in entering Haymarket sq to enter Haymarket sq via Friend st and Sudbury st at a very slight inconvenience.

"The reversal of Friend st eliminates the conflicting movement at the intersection of Hanover st and Washington st that now exists when vehicles, leaving the market district, attempt to proceed by way of Friend st to the North Station, thereby cutting through the Washington-st traffic immediately north of Hanover st and causing congestion at this point.

Boylston-St Change

"At the intersection of Boylston st and Tremont st the light flow of vehicles proceeding west on Boylston st from Washington st now conflicts with the heavy movement of vehicles making the left turn from Boylston st into Tremont st northerly. Boylston st has been made one way from Tremont st to Washington st, thereby eliminating this conflicting movement on Boylston st from Washington st.

In order to accommodate these vehicles, Lagrange st and Avery st have been made one way from Washington st to Tremont st. This will eliminate the movement of vehicles from Avery st into Hayward pl and from Essex st into Boylston st, both of which movements were against traffic on Washington st and in technical violation of the one-way rule.

Automobilists who formerly used the Essex st-Boylston st route may now proceed through Beach st and Lagrange st, through Kneeland st and Stuart st or through Boylston st, Washington st and Avery st. It is expected that the restoration of Lagrange st to its former direction from Washington st to Tremont st will increase the number of vehicles now using this street to a considerable degree and probably will reach the volume that formerly used this street before its direction was reversed.

"The new rules are effective Sunday, March 9, and have been made effective before the traffic signals will be in operation so that motorists will become accustomed to them.

"The commission believes that these changes will speed up the entire downtown signal system by at least 20

GLOBE 3/8/30

MAYOR ORDERS ECONOMY IN CITY DEPARTMENTS

Lays Down Law to Cabinet—Says Supplies Must
Not Be Ordered as Before—No Favoritism in
Contracts—Check on Expense of Autos



MAYOR AND DEPARTMENT HEADS AT BOSTON CITY HALL

Seated, Left to Right—Samuel Silverman, corporation counsel; Joseph P. Manning, chairman, City Hospital trustees; Mayor Curley, Mrs. Colin W. Macdonald, election commissioner; James E. Maguire, institutions commissioner. Standing, Left to Right—Edmund L. Dolan, acting city treasurer; Frank B. Howland, overseer of public welfare; Neal A. Holland, assessor; William P. Long, park commissioner; Daniel H. Rose, superintendent of markets; Edward J. Kelley, assessor; Peter F. Tague, assessor; Theodore A. Haffenreffer, park commissioner; Charles F. Bogan, street commissioner; Edward F. McLaughlin, fire commissioner; Charles J. Fox, budget commissioner; William H. Taylor, overseer of public welfare; Frank Seiberlich, election commissioner; Maj. Charles T. Harding, election commissioner; Edward H. Willey, overseer of public welfare; Philip A. Chapman, penal institutions commissioner; James J. Mulvey, election commissioner; Maj. William J. Casey, superintendent printing department; Col. Thomas F. Sullivan, transit commissioner.

HERALD 3/8/30

CURLEY TO WAR ON CITY GRAFT

Mayor Declares Officials
Must Cut Out All
Extravagances

POLITICAL INFLUENCE ON JOBS ATTACKED

Mayor Curley declared war yesterday on graft, political influence and extravagance in the conduct of municipal business.

He laid down the law to all department heads and commissions for whose acts he is responsible and emphasized the need of obedience to the rules he promulgated.

PLANS RIGID ECONOMY

The mayor, in conference with department heads for the first time, dedicated his administration to the most rigid economy consistent with proper and necessary conduct of city affairs. With one sentence he abolished waste, carelessness in the handling of funds and city property, and issued warning that failure to obey would be the cause of the imposition of drastic punishment.

It was an executive conference in which the mayor availed himself of the opportunity to let department heads know that conservation of municipal funds is the watchword of his administration.

To his subordinates the mayor made known that the budget estimates of all departments exclusive of the school department are \$4,400,000 in excess of the actual maintenance costs in 1929 and that the school department estimate is \$2,492,000 in excess of the expenditures last year. This total of \$6,892,000 means an increase of \$3.58 in the tax rate, if the estimates should be approved. There will be a substantial paring in the mayor's departments but he is not hopeful of co-operation in this direction from the school committee.

WARS AGAINST GRAFTING

Mayor Curley also told department heads he will not stand for any favoritism in the fulfillment of contracts, that any contractor found taking advantage of the city will be permanently blacklisted and any city employee who is guilty of co-operating with such contractors will be immediately discharged.

The mayor's subordinates admitted that he had been frank and vigorous, with a tendency toward harshness in his pronouncement of what became yesterday the Curley program of managing Boston.

Henceforth all department heads and their subordinates will maintain office hours from 9 until 5 o'clock, with an intermission of one hour for lunch. Habitual violators will be treated so severely as to prove that the mayor means that city officials will follow the example which he sets of having regular office hours.

No new positions will be created unless there is absolute need and no promotions to fill vacancies will be tolerated prior to June 1; only vacancies

RECORD 3/8/30

Curley Opens Fight to Cut City Expenses

Drastic orders calling for the strictest economy, in an effort to cut down an increase in the cost of running the city of \$6,892,000, and a demand that department heads obtain a full day's work from every city employe, was made by Mayor Curley yesterday afternoon when he held his first meeting with his cabinet.

He warned his listeners that no favoritism should be shown in the matter of handing out contracts, and that any person not living up to the terms of his contract would be blacklisted.

Any employe of the city involved in co-operating with any contractor will be removed from office, and the habitual offenders of the 9 a. m. to 5 p. m. rule will be made an example of.

There will be no new positions made except those actually necessary, and this order stands for the filling of vacancies as well. All promotions in the city service will be postponed until June 1, and the employment of temporary help will be limited to emergencies.

All overtime will be discontinued, except in cases where it is necessary, and then only on the approval of the mayor. According to the mayor the cost of repairs on the city fleet of automobiles has advanced over 150 p. c. during the past four years, and hence his order that chauffeurs should not have the full power to order repairs.

The increased use of gasoline and oil, the mayor stated, would indicate that pleasure cars are being used for other than city business. Distinctive labels will be placed on all city cars according to the ordinances in force at present.

ONE-WAY STREETS DIRECTION CHANGED

Five Streets Affected by New Traffic Rules Today

Change in direction of traffic in three of the present downtown one-way streets and designation of two additional streets, in parts, also in the downtown area, as one-way thoroughfares, to be effective beginning tomorrow, were announced by the Boston traffic commission yesterday, as a means of making more effective the automatic control signal lights now being installed.

The streets affected and the changes are as follows:

Avery street, now one-way from Tremont street to Washington street, to be one-way from Washington street to Tremont street.

Lagrange street, now one-way from Tremont street to Washington street, to be one-way from Washington street to Tremont street.

Friend street, now one-way from Faneuil Hall square to Causeway street, to be one-way from Union street to Hanover street, from Merrimac street to Washington street and from Merrimac street to Causeway street.

Boylston street, now two-way its entire length, to be one-way from Tremont street to Washington street.

Merrimac street, now a two-way street, to be one-way from Haymarket square to Friend street.

which must be filled will be recognized and department heads who take such action must be prepared to prove that absolute need was the basis. In this connection the mayor made known that 60 per cent. of departmental appropriations are spent for the salaries of personnel and that the remaining 40 per cent. for equipment, supplies and necessary materials is little enough for such purposes.

OVERTIME WORK

Overtime work is limited to Sundays, holidays and emergencies and no work of this character can be started without the mayor's approval, unless it comes within the classification of an emergency.

Expenditures for the maintenance of automobiles will be reduced to the minimum. The mayor declared that such expenditures have increased 150 per cent. in four years, that chauffeurs have been privileged to order repairs, a privilege which has been stopped; that garage charges for storage have varied from \$10 to \$25 per month and must be made uniform, that the consumption of gasoline and oil has disclosed the use of city owned cars for pleasure purposes, a practice that must stop, and that henceforth the cost of upkeep of cars will be substantially reduced.

GOVERNOR SQ. SUBWAY PACT NOW REACHED

The five-year controversy over the extension of the Boylston st. subway from Governor sq. ended yesterday when the three contending factions agreed to terms.

They are directors of the Boston Elevated, the public trustees and the city of Boston.

The pact was contained in a report filed yesterday with the committee on metropolitan affairs. Under its terms, the directors and trustees agree to pay the regular subway rental of 4½ per cent of the annual cost, but if there is a deficit, the Metropolitan Transit District, consisting of 14 cities and towns, will bear the shortage burden.

They are Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Melrose, Newton, Revere, Somerville and Watertown.

Under the plan the subway will be extended under Commonwealth ave. to Blandford st., and under Beacon st. to a point east of the Boston & Albany railroad bridge.

GLOBE 3/8/30

CURLEY ASKS ALLEN TO ACT ON GRAIN ELEVATOR

Points to Decline of Boston as Port—New Freight Rate Advantage of City Explained by Davis

Mayor Curley yesterday forwarded a communication to Gov Allen on the decline of Boston as a cargo port and particularly on the grain shipment situation. In 1905 there were 17,344,754 bushels of grain shipped from Boston but last year only 3,879,817 went out of this port.

The Mayor said he trusted that the Governor would have an investigation of the matter and if facts justified, recommend to the legislature an appropriation for the erection of a grain elevator on State land in South Boston.

Mayor Curley's letter was as follows:

Points to Decline

"I beg to forward herewith copy of communication received from Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, which is, in a measure, self explanatory.

"The decline of Boston as a commercial port is due to two primary causes; first, the discriminatory differentials, and second, the inability to furnish bottom cargoes, preferably of grain, to which may be traced the fact that the principal port of New England is today a port of call rather than a cargo port.

"The pathetic story of Boston's decline commercially is best understood by a perusal of the figures with reference to grain shipments from Boston over five-year periods during the last quarter of a century.

"The 25-year period with reference to grain shipments of the port of Boston includes the year 1915, which should not be considered due to the fact that the World War was in progress and an unusual and extraordinary condition obtained in that particular year.

"In 1905 the grain shipments totalled 17,344,754 bushels. In 1910, a total of 9,322,840 bushels. In 1915, which is not a normal year due to the war, 16,895,447 bushels. In 1920, a total of 6,057,742 bushels. In 1925 a total of 6,490,930 bushels. In 1929 a total of 3,879,817

bushels, or a reduction in shipments of more than 13,000,000 bushels in a 25-year period.

"The opportunity to overcome what has been an obstacle during the past 25 years is presented in the adoption of the recommendation as contained in the accompanying communication submitted by the Maritime Association of the Boston Chamber of Commerce.

"I sincerely trust that you will find it possible to cause investigation to be made at once and, in the event that the facts are as set forth by the Maritime Association, recommend to the Legislature an appropriation in the amount that may be necessary for the erection of a grain elevator upon State-owned land at South Boston."

Davis Urges Elevator

The letter received by Mayor Curley from Frank S. Davis of the Maritime Association, reads as follows:

"The importance to Boston of the opening of the new Welland Ship Canal next July and co-incident therewith the development of port terminal facilities, including a 4,000,000 bushel grain elevator at Oswego, N. Y., cannot be over-estimated.

"You have heard several mention this lately, including Mr. Fay at your luncheon yesterday.

"It will afford Boston a net differential rate advantage of one cent under Philadelphia and Baltimore on ex-lake grain for Boston via New York, Ontario and Western and New Haven Railroad, a 100 percent New England controlled route.

"This really is the main objective of our port differential fight. But—we have no modern grain elevator on the New Haven at South Boston.

"Perhaps you will wish to suggest that the Port Authority cooperate with the Department of Public Works and look into the feasibility of having the State construct a modern grain elevator at South Boston, so we may be in a position to reap full benefit from the Welland Ship Canal project."

AMERICAN 3/8/30

DAILY IS NAMED CITY REGISTRAR

Mayor Curley yesterday appointed Henry L. Daily, City Hall representative of the Boston Sunday Advertiser, as city registrar.

Daily succeeds Edward McGlenen, who died 11 days after relinquishing the post in January.

Daily's appointment is a popular one, principally because of his wide acquaintanceship. It is said he is one of the few men who can claim he never made an enemy.

He had been employed by the Boston Evening American and Sunday Advertiser for 26 years. Re-

ginning as an assistant librarian he worked up to librarian's position, became assistant city editor and finally, a decade ago, went to City Hall.

At election time he has been of invaluable assistance as official tabulator of returns, and on election nights his forecast of results has proved invariably correct.

Since 1920, when he went to City Hall as representative of the Boston Evening American, the Boston Sunday Advertiser and the Boston Daily Record, Henry Daily has been in close touch with municipal affairs and has had a wide knowledge of Boston problems.

In his new post he will have charge of registering births, marriages and deaths.

He is 46 years old and lives in Clarkson st., Dorchester, with his wife and son, Paul F. Daily.

AMERICAN 3/8/30

CURLEY URGES AID TO CITIES IN TAX MATTER

Would Have Payments Twice a Year to Solve Financial Problem

Legislation toward relieving municipalities of the problem of finance, pending the actual collection of taxes, was urged by Mayor James M. Curley before the Mayors' Club yesterday at the Parker House.

He called attention to the large sums involved in temporary loans, with accruing interest, and characterized the situation as serious.

Citing figures, he declared that 39 cities in the state in 1927 borrowed \$95,275,000 and had to pay interest charges of \$1,802,145.

Many of the temporary loans of cities, he said, are carried forward to the succeeding year, making an increase in interest charges above the figures cited.

TWO TAX PAYMENTS

Mayor Curley suggested two remedies. One would be to have taxes paid in two amounts, possibly 50 per cent of the previous year's tax paid in the spring and the balance, based on valuation and tax rate, in the fall.

His second remedy would call for an advance of the taxation date from April to Jan. 1, thus effecting a saving in three months' financing by having the payment date advanced correspondingly.

Boston in 1929 was able to wind up the year without any temporary loans outstanding, he said, although borrowing \$21,000,000 and paying nearly \$337,000 in interest. In this matter he called attention to the fact that Boston's temporary loans as a rule are made payable the first week in October when taxes are collected.

In this manner, Boston is more fortunate than other cities in avoiding huge interest charges which they are forced to carry for the remainder of the year and often well into the following year.

URGES TAX STUDY

Speaking of the report of the special commission on taxation, Mayor Curley urged that assessors make a careful study of its recommendations and submit their findings to the different mayors.

The proposed change in corporation tax law wherein the present tax of \$5 per thousand on the corporate excess and 2½ per cent on income is to be abolished in favor of a straight tax of 4 per cent was especially stressed by the mayor, who believed that in lean years for corporations the cities will suffer.

"Red Roosters" Returning, Says Mayor Curley

Seeks Legislative Right for Boston to Turn Back "Followers of Arson Brigade"

Urging before the legislative committee on Public Safety legislation giving the City of Boston sole authority in the matter of investigating fires, Mayor Curley today declared that "the red roosters," who made a business of dealing in buildings for the purpose of collecting insurance are coming back. He said that the city wants the authority "to put them out of business."

Referring to the fatal fire in Shawmut avenue this morning, the mayor declared that a personal inspection made by him showed that the fire laws need revamping. He asserted that, like many other fires, that of this morning started in the basement and worked up to the top floors before the persons in the building had an opportunity to escape. Scores of persons might have lost their lives, the mayor said, had it not been for the excellent work of the fire fighters.

"The fire this morning brings out the old story of the failure to enact adequate legislation which will meet the situation," said Mr. Curley.

Declaring that arson is increasing in Boston and Brookline, the mayor recalled what he termed the "activities of the arson gang which flourished in the city some years ago, in which houses were bought from sidewalk real estate dealers for the express purpose of burning." At that time, he declared, 147 persons were indicted for arson and a number of them sent away to jail.

With assertions that "the activities of the fire-bugs are becoming more pronounced again," the mayor asked the committee to act favorably on that portion of the report of the special commission on fire prevention, in which the responsibility for investigating fire causes in Boston is taken from the State fire marshal's office and lodged with the head of the local fire department.

Commenting that the fire losses in Boston, including losses of all kinds, together with the cost of fire fighting, total \$10,000,000 per year, or "approximately \$1 per week for every family in Boston," the mayor declared that he is vitally interested in any legislation which will cut down the waste.

"The tribute paid annually to King Fire," the mayor continued, "is far greater than it should be. The losses I have mentioned are too great a price to pay for the privilege of being an easyburning city. Recommendations are before the Legislature for a revision of the fire laws. We are chiefly concerned about those portions of the revision relating to the methods of inspection and of prosecution."

Emphasis was placed by the mayor upon the value of sprinklers in large buildings. It is in such buildings in which serious fires occur, not in the smaller ones, he said. He called attention to the action of the city government in codifying the laws relating to buildings,

which he declared to be a very important feature of fire prevention, "as brought out in the fire of today."

William W. Ollendorff of West Medway, chairman of the special commission, explained the purposes of the revision recommended, which in brief unified the fire laws all over the State and gives local fire departments greater authority than they now have. H. L. Bond, representing the National Fire Prevention Association, characterized the revision as a "monumental piece of work" and declared the recommendations were the "finest of their kind in the history of the State."

Selden Allen, chief of the Brookline fire department and president of the State Fire Chiefs' Club; Frank W. Merrick, representing the United Improvement Association and the Dorchester Board of Trade; Chief Tierney of Arlington and representatives of the Boston Fire Department and of the Springfield Safety Council, and Claude L. Allen, for the Boston Chamber of Commerce, endorsed the recommendations.

John W. Reth, State fire marshal, opposed the recommendations and quoted Alfred F. Foote, commissioner of Public Safety, a member of the special commission, who had signed the report, as also being in opposition. William J. Paul, representing Dorchester real estate agents, characterized the report of the special commission as misleading. Members of the committee hearing the bill questioned the advisability of enacting legislation which would allow firemen to enter dwelling houses for inspection, saying that the authority might be abused. Chief Tierney said that of the 6400 inspections made in Arlington last year there were only four refusals. The hearing closed.

Tariff Making in a Political Atmosphere

The Senate's reversal of itself in voting a duty of \$2 a hundred on Cuban sugar instead of the \$1.76 now existing illustrates again the wholly political atmosphere in which American tariff bills are written and the log-rolling system which governs their preparation, in large degree. These probably are unavoidable under our legislative procedure, nevertheless they supply the reason why public opinion, after a long trial, generally approves the institution of the Tariff Commission and supports the President in his desire for continued authority to make minor readjustments of the rates without resort to Congress. The case is one where the theory of the opposition is impregnable and the practice impossible.

Only three New England senators were found voting against the new sugar duties, among them Senator Walsh; and if the action of the majority implies that the surrender to Western sentiment is to be followed by a suitable protective duty on boots and shoes, fresh illustration is provided of the handicaps under which senators work in trying to legislate along sound lines. The two industries bear no relation whatever to each other. Immense sums of New England money are invested in Cuban sugar properties and, in fact, more than 75 per cent of these properties are controlled by Americans. Not only because

of this, but as a matter of international comity and of common sense in dealing with a good customer, Cuba should be treated generously by the United States.

Boots, shoes and leather are a major industry in New England; and while until within the last few years the shoe industry had nothing to fear from foreign competition, the Americanized shoe establishments of Czechoslovakia, working under wages that would not support a bootblack in this country, are now flooding the American market with products which seriously threaten the industry here, without at the same time providing anything of a market for American products, as Cuba does. In fact, we believe that the Czechoslovakian shoe exports to the United States, disastrous as they promise to be, approximate in dollars and cents our total exports to that country; and these cannot be materially increased.

These are the considerations which ought to count in scientific tariff-making. Each industry should stand on its own basis, and no American industry be sacrificed for another for purely political reasons. That, of course, is too much to expect of our national legislators, who also have troubles of their own which impel them to erratic deeds. The sugar duties are rather of sentimental and political effect in this country, as far as the interests of the consumer are concerned, than of practical moment, for the records show that prices have borne little relation to the duties. The rates are, however, of great moment to the sugar planters of Cuba, who easily may be embarrassed without bringing ultimate benefit to producers in this country, for the sugar of all our insular possessions comes in free, and must if we are to treat them honorably.

The boot and shoe duties get right down to the American working man and woman, particularly in New England. Our representatives in Congress should not be blackjacked into surrendering these duties or forced into a trade to protect the industry. The Senate action upon sugar will create an awkward situation which may not work out for the practical benefit of any interest, in the long run.

AMERICAN 3/8/30

END PETTY GRAFT OR QUIT, CURLEY EDICT

ECONOMY IS STRESSED BY MAYOR

Joy Riders and Phone Users
Hit in Parley With Heads
of City Departments

Mayor Curley jammed the brakes on the whole structure of petty graft in the city service when he informed department heads that joy riding in city cars, using city phones and enjoying sumptuous repasts at the city's expense must end.

Plug up the leaks, produce 100 cents in value for every dollar or quit, was the gist of the remarks made by the Mayor to his executives.

Pointing to increases in the budget estimates and school department estimates, Mayor Curley told the executives that the strictest economy must prevail to escape a \$3.58 increase in the tax rate.

FULL DAY'S WORK

Although the Mayor controls only 39 per cent of the city's expenditures he will request other departments not under his jurisdiction to observe similar rigid economies and will demand that the full day's work, from 9 to 5, be put in by city employees.

About 60 per cent of the cost of government is for personal service, the Mayor pointed out, and it is important that the city obtain that service.

A "blacklist" will be prepared for all contractors who fail to carry out the specifications of city contracts to the letter.

Once caught, they will never get another job while he is Mayor, Curley informed his department heads, and said that any inspector who is found favoring a contractor at the expense of the city will be discharged.

STEADY CHECKUP

City investigators, inspectors and visitors, who supervise public works involving the expenditures of millions of dollars of the city money will be checked and double-checked to avoid leakage of funds.

Politicians will have no influence at City Hall, if the department heads follow the orders of the

mayor. "Recommendations of office holders must not influence you in the discharge of your duties," the mayor ordered.

The department heads were ordered to call their workers together in bi-monthly meetings to discover ways of conducting necessary economies.

The executives were commanded to see that the 20,000 city workers be as careful with municipal property as they would be with their own in preventing waste and damage.

NO NEW JOBS

A report of their stewardship will be demanded of the department heads in a month, for the mayor has decided to hold cabinet meetings monthly.

Unless they carry out orders, the lineup of the cabinet will change.

If they succeed in saving money through the economies outlined, the mayor explained that the city would be in a position to use it for necessary public improvements, providing jobs for the unemployed.

Creation of new positions on the city payroll will be taboo and only those absolutely necessary will be allowed by the mayor. The same rule will be held in regard to the filling of vacancies and promotions to fill vacancies will be suspended until June 1, when the budget increases become effective.

Mayor James M. Curley—A genial, kindly, lovable American has passed from our midst in the death of the former President. Great as were his attainments as a law maker and an interpreter of the law, Americans will revere his memory both because of the character of his human traits of good nature and because of his abounding optimism. In this life, he was the embodiment of cheerfulness and his sunny smile ever awakened a responsive chord even in hearts that were saddened. If a life replete with cheerful and unselfish service to one's fellowman merits its reward in the hereafter, an even higher place than he ever held in this life awaits him.

AMERICAN 3/8/30

500 IN TRIBUTE TO SILVERMAN

Leaders of the bench and bar paid tribute last night to Samuel Silverman, corporation counsel, at a dinner tendered by members of the Boston Bar at the Copley-Plaza Hotel. About 500 were present.

GLOBE 3/8/30

CURLEY NOMINATES HENRY L. DAILY

Newspaperman to Head
City Registry

Henry L. Daily, of 35 Clarkson st., Dorchester, a Boston newspaper man, was this afternoon nominated by Mayor James M. Curley for the position of registrar, in charge of the City Registry for the recording of births, marriages and deaths. Mr Daily's name will be forwarded to the State Civil Service Commission for consideration.

The position was formerly held for a great many years by the late Edward McGlenen of Ashmont, who retired a couple of months ago and died two weeks afterward. Mayor Curley then named Mrs Helen Galvin of Dorchester, to the place, but she failed of Civil Service confirmation.

Mr Daily was born in Boston and was educated in the public schools of this city. He is married and has one son. He has been in the employ of the Boston Evening American for a number of years. He has filled the position of librarian, assistant city editor and city editor of the Boston American and for several years he has represented the Hearst interests, the Evening American, the Morning Record, and the Sunday Advertiser at City Hall.

The position pays a salary of \$5000 a year.

Judge Frank S. Deland was toastmaster and Francis P. Garland, chairman of the committee in charge. Speakers included Rabbi Harry Levi, Joseph T. Lyons, assistant corporation counsel; George R. Farnum, Thomas A. Mullen, representing Mayor Curley; former Mayor Andrew J. Peters, Alexander P. Whiteside, former corporation counsel, and Patrick A. Campbell.

Counsel Silverman was presented with a combination desk set of clock, lamp and pens. James D. Henderson, chairman of the committee in charge, made the presentation and declared that the clock would run three years without winding, thus saving the city, according to his estimate, about \$125 worth of the corporation counsel's time.

At the hour when those present sat down to dinner, a bouquet was delivered to Mr. and Mrs. Curley at their Jamaicaaway home as a greeting from Silverman's friends.

GLOBE 3/8/30

CURLEY TALKS OF LOANS BEFORE MAYORS' CLUB

Describes Two Remedies to Decrease Amount of Municipalities' Temporary Borrowing

Speaking before the Mayors' Club meeting and luncheon at the Parker House this noon on the problem of financing municipalities, Mayor Curley, quoting from the annual report on municipal finance statistics for 1927, said that 39 cities in the State borrowed in temporary or revenue loans a sum totaling more than \$95,000,000.

The interest charges for this amount, he said, totaled close to \$2,000,000, not including the full interest on temporary loans issued during that year.

He also stated that 33 out of these 39 cities, at the end of their fiscal years, carried forward unpaid temporary loans amounting to \$22,000,000.

Two possible remedies to decrease the amount of this temporary borrowing were put forth by the Mayor. One, he said, would be to have taxes paid in two amounts—one payment in the Spring and another in the Fall. The other remedy would be to advance the taxation date from April 1 to Jan. 1, thus effecting the saving on three months of financing.

Mayor Curley said in part:

Called Serious Problem

"The problem of financing municipalities for 9 or 10 months of the year until taxes are collected is a very serious one, particularly in view of the heavy interests charges that must be paid.

"During my previous administration I introduced legislation to make the taxation date Jan 1 instead of April 1, but the Committee on Taxation reported 'leave to withdraw' on account of objections raised by certain of the towns whose annual town meetings are usually held around March 1.

"The figures for interest paid by the 39 cities during 1928 and 1929 are not yet in print, but, on account of the high interest rates prevailing in 1929, I would not be surprised if the total interest charges were in excess of \$3,000,000, for, in the case of the city of Boston, interest rates on temporary loans during the year 1927 were from 3.41 percent to 3.57 percent, while in 1929 the rates were from 5.11 percent to 6 1/2 percent.

While Boston borrowed \$21,000,000 in temporary loans for the year 1929 and paid \$336,909.37 for interest on the same, it was, nevertheless, fortunate in being able to wind up the year without any temporary loans outstanding.

Boston Fortunate

"As a matter of fact, Boston is particularly fortunate in its financing of temporary loans for the reason that all temporary loans in each year are made payable in the first week of October when taxes are collected and thus the huge interest charges which many cities are obliged to carry for the remainder of the year and frequently well into the succeeding year are obliterated."

Occasionally, he said, it becomes necessary for Boston in times of business depression, when taxes are not promptly paid, to borrow again in December, but this amount rarely exceeds \$1,500,000, whereas some cities are unable to pay off their temporary loans until the middle of the following year. This condition, the Mayor asserted, is so serious that he believed it should be the duty of the organization to bring the matter to the attention of the Tax Commissioner with a view to remedial legislation.

"The report submitted to the Legislature in connection with the revision of existing taxation laws," he continued, "is of such importance and may have such an effect upon the revenue of municipalities, that in my opinion, Boards of Assessors in the various municipalities should make a careful survey of the recommendations made in this report and submit their opinions to the various Mayors for the purpose of determining what action should be taken before such legislation as has been recommended is put into effect."

Cites Proposed Change

"Your attention is respectfully called to the proposed change in the corporation tax law wherein the present provisions for a tax of \$5 per \$1000 on the corporate excess and 2 1/2 percent on the income is to be abolished and a straight tax of 4 percent on income is to be substituted. In years of small profits by corporations I fear that the revenue turned over to municipalities from this source would be very much reduced, and have the added effect of placing a greater burden upon real estate and personal property locally assessed."

Another recommendation that should have serious attention, he thought, is that of reducing the income tax of 6 percent on intangibles to 3 percent.

"The special commission," he continued, believes that there is a great amount of intangible property that is not now included in the present law that under a 3 percent tax could be included with the possibility of greater revenue. This again is a matter that may affect very materially the income apportioned to municipalities from the income tax and should have very serious consideration by the officials of the various municipalities of the State.

"The above are suggestive of the matters that should consideration by this organization with a view to concerted action that might be influential in determining the action of the Legislature on legislation proposed from time to time having a material effect on not only the cities of the Commonwealth, but the towns as well."

AMERICAN 3/8/30

CHANGES WILL BE EFFECTIVE TOMORROW

Boylston St. Will Be Made One Way From Tremont to Washington

Thousands of automobile drivers will be affected by drastic changes in the traffic code, announced by the Boston traffic commission.

The rules will be effective tomorrow, giving the public an opportunity to become accustomed to them before the light system goes into operation.

New one-way regulations are as follows:

Avery st: From Washington st. to Tremont st.

Boylston st.: From Tremont st. to Washington st.

La Grange st.: From Washington st. to Tremont st.

Merrimac st.: From Haymarket sq. to Friend st.

Friend st.: From Union st. to Hanover st., from Merrimac st. to Washington st., from Merrimac st. to Causeway st.

The new rules will affect three of the key points of the city's traffic system—Boylston and Tremont sts., Haymarket sq. and Hanover st. in the vicinity of Friend and Washington sts.

The changes, the commission decided were made necessary by the coming installation of the new traffic control light system.

They were voted upon after operatives who have been studying the downtown traffic situation became convinced that the light control could not be successful under present rules.

The commission in making public the new rules declared that traffic would be speeded up at least 30 per cent by the changes and the coming adoption of the light system now tentatively fixed for the middle of May.

Wants Remedy for Temporary Loan Burdens

Mayor Curley Cites Huge Liabilities Which Should Be Avoided

Addressing the monthly meeting of the Mayors' Club of Massachusetts at the Parker House this afternoon, Mayor Curley called attention to the problem of financing municipalities for nine or ten months of the year until taxes are collected and suggested two remedies.

One remedy for decreasing the amount of borrowing, he said, would be to have taxes paid in two amounts, possibly fifty per cent of the previous year's tax being paid in the spring, and the balance due, based on the valuation and the tax rate, to be paid in the fall. The other possible remedy is to advance the taxation date from April to January 1, thus affecting the saving that would result in three months' financing, by having the payment date advanced the same number of months that the taxation would be advanced.

"During my previous administration I introduced legislation to make the taxation date Jan. 1 instead of April 1, but the committee on taxation reported 'leave to withdraw' on account of the objections raised by certain of the towns whose annual town meetings are usually held around March 1," the mayor said.

That the problem of temporary loans is a very serious one, and not appreciated by the taxpayers, was Mr. Curley's message. He quoted from the twenty-second annual report of the Statistics of Municipal and Municipal Finances for 1927, which shows that thirty-nine cities in the State borrowed \$95,275,000, and the interest charges to them during the same year amounted to \$1,802,145.37. This latter payment for interest did not represent the full interest on the temporary loans during this year, the mayor said, for the reason that most of the cities are obliged to carry forward their temporary loans to the succeeding year. Thus thirty-three cities out of the thirty-nine, at the end of their fiscal years carried forward unpaid temporary loans amounting to \$22,000,000.

"The figures for interest paid by the thirty-nine cities during 1928 and 1929 are not yet in print, but on account of the high interest rates prevailing in 1929, I would not be surprised if the total interest charges were in excess of \$3,000,000, for in the case of the city of Boston, interest rates on temporary loans during the year 1927 were from 3.41 per cent to 3.57 per cent, while in 1929 the rates were from 5.11 per cent to 6½ per cent.

"While Boston borrowed \$21,000,000 in temporary loans for the year 1929 and paid \$336,909.37 for interest, it was, nevertheless, fortunate in being able to wind up the year without any temporary loans outstanding. Boston is particularly fortunate in its financing of temporary loans, for the reason that all temporary loans in each year are made payable in the first week of October when taxes are collected and thus the

huge interest charges are obviated. Occasionally it becomes necessary for Boston in times of business depression when taxes are not promptly paid, to borrow again in December, but this amount rarely exceeds \$1,500,000, whereas some cities are unable to pay off their temporary loans until the middle of the following year. This condition is so serious that I believe it should be the duty of this organization to bring this matter to the attention of the Tax Commissioner with a view to remedial legislation."

Mayor Curley also discussed the report of the Special Commission on Taxation, saying that it is of such importance that the assessors in the various municipalities should study it and report to their mayors.

The mayor called particular attention to the proposed change in the corporation tax law wherein the present provisions for a tax of \$5 per \$1000 on the corporate excess and 2½ per cent on the income is to be abolished and a straight tax of 4 per cent on income is to be substituted.

"In years of small profits by corporations I fear that the revenue turned over to municipalities from this source would be very much reduced, and have the added effect of placing a greater burden upon real estate and personal property locally assessed," he said.

Another recommendation that the mayor thought should have serious attention is that of reducing the income tax of 6 per cent on intangibles to 3 per cent, a recommendation that may affect very materially the income apportioned to municipalities.

Urges State to Construct Grain Elevator

Mayor Curley Sees a Timely Opportunity to Boom Port

Great Need Apparent

Welland Canal and Oswego Project Raise High Hope for Boston

Erection by the State of a modern grain elevator on State-owned land in South Boston, that Boston may be in a position to reap full benefit from the Welland ship canal project, is the suggestion that Mayor Curley makes to Governor Allen today, based on a recommendation from the Maritime Division of the Boston Chamber of Commerce. It is the latest effort of the mayor to revive the declining activities of the port of Boston, a decline largely influenced by the port differentials.

The mayor hopes that Governor Allen will have an investigation made at once and if the facts as submitted by the Chamber of Commerce warrant action, he will recommend an appropriation to

the Legislature for the immediate construction of an elevator.

Frank S. Davis of the Maritime Association, who gave significant facts on Boston's port decline at the mayor's dinner held at the Chamber of Commerce last week, told the mayor today that the opening of the Welland Canal next July and the erection of a 4,000,000 bushel grain elevator at Oswego, N. Y., have an importance to Boston that cannot be overestimated.

"It will afford Boston a net differential rate advantage of one cent under Philadelphia and Baltimore on ex-lake grain for Boston via New York, Ontario & Western and New Haven Railroads, a 100 per cent New England controlled route," Mr. Davis reports. "This really is the main objective of our port differential fight. But, we have no modern grain elevator on the New Haven at South Boston. Perhaps you will wish to suggest that the Board of Port Authority cooperate with the Department of Public Works and look into the feasibility of having the State construct a modern grain elevator at South Boston, so we may be in a position to reap full benefit from the Welland Ship Canal project."

Mayor Curley, in sending Mr. Davis's communication to the governor, remarked that "the decline of Boston as a commercial port is due to two primary causes; first, the discriminatory differentials, and second, the inability to furnish bottom cargoes, preferably of grain, to which may be traced the fact that the principal port of New England is today a port of call rather than a cargo port."

"The pathetic story of Boston's decline commercially is best understood by a perusal of the figures with reference to grain shipments from Boston over five-year periods during the last quarter of a century.

"The twenty-five-year period with reference to grain shipments on the port of Boston includes the year 1915, which should not be considered due to the fact that the World War was in progress and an unusual and extraordinary condition obtained in that particular year.

"In 1905 the grain shipment totaled 17,344,754 bushels; in 1910, 9,322,840 bushels; in 1915, which was not a normal year due to the war, 16,695,447 bushels; in 1920, 6,057,742 bushels; in 1925, 6,490,930 bushels; in 1929, 3,879,817 bushels, or a reduction in shipments of more than 13,000,000 bushels in a twenty-five year period.

"The opportunity to overcome what has been an obstacle during the past twenty-five years is presented in the adoption of the recommendation as contained in the accompanying communication submitted by the Maritime Association of the Boston Chamber of Commerce.

"I sincerely trust that you will find it possible to cause investigation to be made at once and, in the event that the facts are as set forth by the Maritime Association, recommend to the Legislature an appropriation in the amount that may be necessary for the erection of a grain elevator upon State-owned land at South Boston."

City's Budget Must Be Cut or Taxes Soar

**Curley Reads Riot Act on the
\$6,892,000 Increase
Over Last Year**

By Forrest P. Hull

With budget estimates of all city departments, including that of the schools, \$6,892,000 in excess of the expenditures of last year, the taxpayers can readily understand the tremendous financial problem facing the present administration if it is to avoid a tax rate, in a period of industrial depression, much greater than that of the present one. Mayor Curley indicated his troubles to the department heads at his first meeting with them yesterday afternoon, reading them a lecture in economy that was the most severe any mayor of the city ever uttered.

It had been plain from the mayor's first day in office on Jan. 6 that he appreciated the conditions facing him and would take every reasonable means to overcome the handicap, much of which resulted from the payroll generosity of his predecessor and the remainder from forces that could not be counteracted, such as bone fide demands in the public welfare, soldiers' relief, hospitalization and correctional departments. As to the steady rise in school expenditures the mayor could expect no recession from his own efforts, that department being entirely divorced from City Hall. But he planned the most rigid economy elsewhere, and the department heads were impressed with the sincerity of the ultimatum thus recently delivered.

Strangely enough, despite the troublesome circumstances, the Legislature has seen fit to give the mayor every opportunity to hoist himself with his own petard, so to speak, if he so desired. As ought to be well known now, the city administration has been obliged to go to the State House every year for an appropriating power, called the tax limit. It is the only Massachusetts city thus burdened. Mr. Curley pleaded this year, as he had pleaded in former years, for the removal of the limit. Incidentally, he remarked that his financial requirements could be met by a legislative mandate two dollars higher than that of last year, or \$14.75 per \$1000 in valuation.

The mayor was making no extravagant demand. His budget requirements had been scrutinized and he knew that necessity demanded their pruning. In the distance loomed the tax rate, the real check on city expenditures for any conscientious mayor. The legislative committee was again impressed by the mayor's reasoning, and for a time it seemed as if, following the lead of Representative Shattuck of the previous year, it would report the bill providing for the removal of the tax limit and placing the city's financial responsibility squarely up to the mayor and the city council.

But the committee compromised. Instead of reporting a tax limit in accordance with the amount Mr. Curley had announced he could get along with, it

reported a bill providing two dollars more, the majority members believing that the Legislature should thus take a long step forward, perhaps as an experiment, to ascertain whether it would really be justified in removing the limit altogether. When the matter came before the House, Representative Shattuck again moved to substitute the no-limit bill, but his efforts received treatment similar to that of last year, despite all that the Boston delegation could offer in support.

So, Boston is ready to go forward with a \$16 tax limit for this year only. It is a license to spend money freely, as the Legislature well knew. If the appropriating power had been raised two dollars it would have provided all the authority needed to take care of \$4,000,000 in budget increases. But the mayor has indicated his determination to stand at the treasury gate to resist all hold-ups on the cash and to wipe the slate of excessive demands as cleanly as consistent with minimum requirements.

In his two preceding administrations Mayor Curley frequently addressed his official family, always with the same message. But he had more to say yesterday afternoon than ever before. He asked them to be at their desks every morning at 9 o'clock and remain until 5 in the afternoon and see to it that every employee did likewise. He told them that new positions would be taboo and only those absolutely necessary would be allowed by him. The same rule will be observed in regard to the filling of vacancies and promotions to fill vacancies will be suspended until June 1 when the budget increases will become effective.

Moreover, temporary help will be limited to strict emergencies and overtime will be permitted only on Sundays, holidays and in emergencies and after approval by the mayor. Overtime work has been the bane of every city administration. Some weeks it runs into thousands of dollars, the additional payrolls winning approval only after certification by the department head involved.

The city automobile situation is another matter that the mayor wants corrected. City cars must not be used for pleasure purposes and all cars must bear the city label, in accordance with the ordinance. Moreover, repairs in the future must not be ordered by chauffeurs. As to storage of cars, in the absence of a city garage, the mayor ordered that an end be put to the practice of paying what the nearest garage man charges. The day of the high-priced cars for city officials has passed, and hereafter Fords will be purchased.

Private conversations over the city telephones will be tabooed, in view of the installation of public pay stations on many of the floors of the School-street building and the Annex.

Contractors who fail to carry out the specifications of their contracts with the city will be blacklisted and the inspectors discovered favoring a contractor will be discharged. Moreover, the inspectors who supervise the expenditure of millions of dollars in public works will not have such easy time in the future as in the past, for their work will be checked and double-checked to ascertain if they are at work for the best interests of the city.

As the Mayor and the Elevated Agree

The bill for immediate construction of the Governor square subway extension is even more acceptable in the form finally agreed upon by the mayor and the Elevated trustees than it appeared in the forecast of its terms published last week. The original idea unofficially given the public was that the Elevated would be bound to pay all the interest and sinking fund charges on the cost of this improvement, amounting to about \$135,000 annually, and then, if it was found that this payment had forced the trustees into a deficit for the year, the trustees were to be reimbursed by the Metropolitan Transit District for the loss so caused. The agreed bill changes this arrangement in a quite significant manner. The Elevated trustees will, it is true, sign Boston's customary form of subway contract to pay a 4½ per cent annual rental, but it is provided that the road will be bound to make such payments only in years when the road has a net operating surplus from which it can draw the money.

The distinction may seem, in words, subtle, but in principle it has real importance. One great drawback of the form previously stated was that it smacked too much of a direct invitation to the Elevated management to run the road into a deficit so that it could secure reimbursement from the Transit District for the cost of the Governor square improvement. Henry I. Harri-man, as chairman of the public trustees, was and is strongly opposed to setting up such a concept. The trustees have no desire to fulfil their great trust on what might be called a "deficit basis." On the contrary, their judgment is that they should so operate Boston's great electric transportation system that it will continue to pay all costs of the service, just as it has paid them in every year since the first experimental twelvemonths under the Public Control act.

It is, therefore, highly salutary that the Governor square bill which Mayor Curley has now agreed to support in the Legislature is not so worded that it would either invite or arbitrarily enforce the incurrence of a deficit. The trustees will be just as free as they ever were to strive to keep the road on an even financial keel, with a soundly balanced budget. Only if they are able to accomplish even more than this, and accumulate a surplus, will they be called upon to pay in full the Governor square rental. This, under all the circumstances, is a preferable plan, and we hope that the Legislature will see fit to act promptly on the agreed measure so that work on this vital improvement may begin without more delay.

Post 3/9/30

Corporation Counsel Silverman Is Honored



Five hundred members of the Boston bar, including officials of the city, State and Nation, paid tribute to the appointment of Corporation Counsel Samuel Silverman at a banquet given in his honor last night at the Copley-Plaza Hotel.

His rise from the role of newsboy in the streets of the South End to the post of chief of the city law service at the age of 37 was lauded by leaders of the bench, bar and church who witnessed his march to the top.

In recognition of his selection by Mayor Curley to serve as head counsel for the city, the banqueters gave a rising toast to the Mayor, who was forced to remain at his Jamaicaaway home because of the illness of Mrs. Curley. The friends of the new corporation counsel delivered a large floral bouquet to her just as the banquet started.

As a testimonial to the new corporation counsel, he was presented with a combination desk set and electric clock designed in onyx and gold, following a score of eulogies delivered by a group of prominent speakers forming an im-

pressive array at the head table.

"Disraeli of Boston"

The demonstration was characterized by Rabbi Harry Levi of the Temple Israel as "a rare communal recognition of public service well rendered" by the guest of honor during his past 11 years in the city law department as assistant corporation counsel.

In praising the talent, character and genius of the honor guest, as well as his battle through life as a working boy, Rabbi Levi stated that he liked best in Corporation Counsel Silverman his pride in the people from which he springs and the ancestry which helped to make him.

The new corporation counsel was hailed as the "Disraeli of Boston" by Judge Frank S. Deland, his predecessor at City Hall, who served as toastmaster of the banquet. He told of the variety of service required of the corporation counsel and declared that Corporation Counsel Silverman would carry out the duties of his office, in keeping with the highest traditions of the eminent legal experts who preceded him.

Many Notables Join in Tribute

Similar tributes were voiced by Chairman Francis P. Garland, Assistant Corporation Counsel Joseph P. Lyons, Assistant U. S. Attorney-General George R. Farnum, former Mayor Andrew J. Peters, former Corporation Counsel Alexander Whiteside, Attorney Thomas A. Mullen, representing Mayor Curley, and Assistant Superintendent of Schools Patrick A. Campbell, who taught the present corporation counsel when he was a pupil at the Boston Latin School.

Others seated at the head table included Associate Justice Edward P. Pierce of the Supreme Court, Judges A. E. Pinanski and Elijah Adlow of the Superior Court, Judges Francis J. Good, Michael J. Connolly, Thomas H. Connelly, J. J. Kaplan and Charles S. Sullivan of the District Courts, Louis E. Kirstein, prominent Boston merchant; Clerk John F. Cronin of the Supreme Court, Register of Deeds William T. A. Fitzgerald, Register of Probate Arthur W. Sullivan and the Rev. William J. Casey of St. Patrick's Church, Roxbury.

In reply to the personal tributes, Corporation Counsel Silverman expressed the hope that he might merit the words of praise which overwhelmed him, he said, and publicly voiced his thanks to Mayor Curley. "To be near him is to live in an atmosphere of progress, initiative and accomplishment."

LAUNCH PROJECTS TO AID UNEMPLOYED

Allen Cheered by Reports of Civic Co-operation

Encouraging reports have been received by Gov. Allen from civic officials in the co-operative efforts they have been making to relieve the unemployment situation. In a report issued yesterday from the executive office it was disclosed that public works projects already have been launched in numerous sections of the state.

Several hundred men already have been put to work by the division of highways and the metropolitan commission, while the Massachusetts industrial commission has called a conference for Friday afternoon at the State House to receive suggestions as to methods for improving conditions in the textile industry.

Invitations to the conference have been forwarded to Mayor Curley, Henry S. Dennison of Framingham, A. Lincoln Filene of Boston, Martin T. Joyce, representative of the American Federation of Labor, and Grosvenor Plowman of the Associated Industries, and Wendall P. Thore.

Gov. Allen's report of activities included notices of proposed work in Beverly, Chicopee, Fitchburg, Westfield, Revere, Belmont, Mansfield and Winchester.

Beverly has begun a sewer construction program to cost \$150,000, while Chicopee sends word that \$150,000 will be expended in sewer construction. Fitchburg has appropriated \$5000 outside its budget to be devoted to immediate employment.

Revere has provided work for a group of painters in redecorating the city hall, while Belmont presently will start work on \$72,500 in construction and another \$75,000 for road maintenance.

Curley Asks Allen to Recommend Grain Elevator in South Boston

Gov. Allen was asked by Mayor Curley, yesterday, to recommend a state appropriation for the construction of a modern grain elevator on state-owned land in South Boston.

The mayor took quick cognizance of the suggestion of the maritime association of the chamber of commerce

that the erection of a new elevator in proximity to New Haven freight tracks will re-establish the port of Boston as a factor in the grain export trade.

Within a few days the grain elevator at Oswego, N. Y., built at a cost of \$5,000,000, will be available for the storage of grain shipped through the Welland Canal and on the Great Lakes.

Because of the existing rates affecting the Welland Canal Boston can, according to Mayor Curley, arrange for the direct shipment of grain from Oswego to the waterfront in South Boston.

In his letter to Gov. Allen, the mayor presented the figures showing the annual record of grain shipments from Boston in the past 25 years and showing that a once active export business has practically been wrested from Boston by competing ports which enjoy a preference in differentials.

THE TAX LIMIT

The bill fixing the Boston tax limit at \$16 has been ordered to a third reading. This looks like a return to the original conception of what the tax limit should be, an upper limit of appropriations beyond which the city might not go, and not a legislative determination of the precise appropriating power of the city which appears to have been the theory of most of the tax limit bills passed of late years. The present probability is the city departments could be cared for with less than a \$16 limit, but, given that maximum, the municipal administration will have a little leeway in the making up of the budget. The only objection to the maximum limit is that the administration might accept it as implying legislative authorization to indulge in extravagant spending. Careful examination of the record by the Committee on Municipal Finance of the Chamber of Commerce indicates that this did not take place when in former years a maximum limit was allowed the city. On the other hand such a careful student of finance as Representative Henry L. Shattuck has been arguing strongly for several years for the abolition of the tax limit law altogether, holding that it never has had any real effect in keeping down taxes, that it interferes with the principle of home rule, and that every Mayor with his political future depending largely on the taxes the electorate have to pay will watch expenditures with care.

There is more interest of late in this tax limit question than in several years. Boston itself has but little control over its tax rate. A skeleton budget is prepared for the city departments and the proposed appropriations are scrutinized by the Legislative Committee on Municipal Finance which in time reports a bill to the General Court. That bill when passed means that in the judgment of the Legislature the city departments may be allowed to spend so much money in all, and in order to raise that total sum a levy of so many dollars on the thousand of property valuations will be required. That is the tax limit. Then the city has to care for its share of the costs of the State and the county governments, and for its allotment of the upkeep for the various metropolitan enterprises, as parks and sewers. Besides it must pay the sums charged for the pension accumulation fund and the school committee. Add the levy for all these to the tax limit and you reach the tax rate. The demand for the abolition of this system is growing stronger year by year.

ANNOUNCES EVACUATION DAY PARADE ROUTE

The route of the Evacuation Day parade in South Boston on March 17 and the placing of the reviewing stands were announced yesterday by Chief Marshal Edward C. Carroll.

The route is as follows: Start at Edward Everett square at 2 P. M.; to Columbia road to Dorchester avenue, to Dorchester street, to West Sixth street to E street, to West Fourth street, to G street, to Thomas park, circle park to East Sixth street, to H street, to East Fourth street, to I street, to Columbia road, to L street, to East Fourth street, to Farragut road, to East Broadway to Dorchester avenue, to point of dismissal.

The reviewing stands will be located as follows: For Gold Star Mothers, on L street and Broadway, for invited guests, B street and Broadway, for chief marshal and staff, on Broadway near A street.

REPORTER NAMED CITY REGISTRAR

Henry L. Daily, Veteran Newspaperman, Honored by Curley

Henry L. Daily, one of the best known Boston newspapermen, was yesterday named city registrar by Mayor Curley. The appointment was sent to the civil service commission for approval.

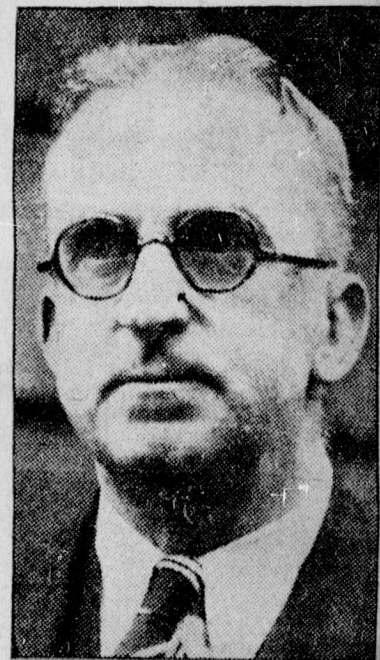
The appointment was entirely unsolicited. Mr. Daily has been loath to leave the newspaper business with which he has been identified for 26 years and his disinclination to accept the proffer of an appointment to municipal office, made two weeks ago by Mayor Curley, caused his friends to engage in a campaign to influence him to change his mind.

Mr. Daily is the dean of the newspapermen assigned to City Hall. He is intimately acquainted with all municipal officials as well as with a large number of city employees and his newspaper connection with municipal political campaigns has extended his acquaintanceship.

For years he has been an intimate friend of Mayor Curley. Daily is well acquainted with the duties of registrar. His home is at 35 Clarkson street, Dorchester, where he resides with Mrs. Daily and a son, Paul F. Daily.

His newspaper work has covered a period of 26 years with the Boston

City Registrar



HENRY L. DAILY

American and he has been librarian, reporter, assistant city editor and city editor.

MAYOR JAMES M. CURLEY

A genial, kindly, lovable American has passed from our midst in the death of the former President of the United States, William Howard Taft. Great as were his attainments as a lawmaker and an interpreter of the law, Americans will reverence his memory both because of the character of his human trait of good nature and because of his abounding optimism. In this life he was the embodiment of cheerfulness, and his sunny smile ever awakened a responsive chord

even in hearts that were saddened. If a life replete with cheerfulness and unselfish service to one's fellow men merits its reward in the hereafter, an even higher place than he ever held in this life awaits him.

CURLEY ROUSES STATE'S MAYORS

Appeals to Clubs to Unite
In Definite Program on
Legislation

ASKS SPECIAL TAXES BE APPLIED TO POOR

A plan to apportion a part of the state inheritance tax or the gasoline tax among cities and towns for the relief of families who must be aided was suggested by Mayor James M. Curley upon his return yesterday to active participation in meeting of the Mayors' Club of Massachusetts.

Revenue from these sources, he added, has permitted state officials to be boastful of economical administrations but they have never, he continued, told the real facts about the favorable condition of state finances.

At present, he explained, Boston is confronted by a system of unemployment insurance. The department of public welfare is paying \$5 weekly to more than 1000 men and women who cannot find employment; paying an average of \$12 weekly to 3800 families, and distributing mothers' aid to 850 widowed mothers who are receiving from \$12 to \$30 a week. Boston's problem is not an isolated example of existing conditions and the mayor asked the other mayors to consider seriously the wisdom of seeking legislation which will make available for the relief of distress state funds collected in the form of special taxes.

His intention of confining his remarks to a discussion of the need of new legislation to permit of substantial reductions in the payments made by cities for interest on temporary loans, made in anticipation of taxes, was discarded, and for nearly an hour he dwelt on several of the more serious problems of municipal finance and taxation.

His appeal to the mayors to combine in demanding or opposing legislation promises to develop a definite program which may necessitate the permanent employment by the cities of the commonwealth of a legislative agent.

CURLEY BRINGS GUESTS

Mayvory Curley took to the luncheon two unexpected guests, Michael MacWhite, Irish Free State minister to the United States, and Senator A. Oswald Stanley of Kentucky, an old congressional friend. Both accepted invitations to speak.

In pointing out to the mayors his contention that the old law confining expenditures for sewerage purposes each year to not more than \$1,000,000 must be changed, Mayor Curley stressed the need of new legislation which will substantially increase the arbitrary limit. His principal discussion referred to the tremendous waste of public funds for interest on temporary loans. His cure for this evil is the advancement of the date of assessing taxes from April 1 to Jan 1 with the result that payment of taxes will be started much earlier than the latter part of September, thereby permitting cities to avoid the payment of interest for at least three months less than under the existing system.

Dismissing to consideration of the cost of education, the mayor laid emphasis on the fact that if Boston should be forced to provide classrooms for the children now attending Catholic parochial schools, a capital outlay of \$40,000,000 would be necessary for buildings alone and the annual maintenance cost would approximate \$7,500,000. Under present conditions 31 per cent of all municipal expenditures is appropriated for educational purposes and if the city should be compelled to provide facilities for the pupils in the Catholic, Jewish and German schools, probably one-half of all expenditures would be needed for education.

Touching upon the burden which realty is bearing, Mayor Curley pointed out that 25 years ago realty was carrying 65 per cent. of the cost of government whereas today the percentage has risen to 90. The resultant falling off in taxation of personal property and money is indefensible, he declared.

Mayor Cassasa of Revere and Mayor Larkin of Medford agreed with Mayor Ashley of New Bedford that the club ought to wield influence at the State House and the suggestion of a permanent legislative representative of all cities was considered worthy of discussion later.

Minister MacWhite reviewed the progress and the achievements of the Irish Free State government since 1922 and compared the stability of its one government during that period with the British government and its record of six prime ministers in less than eight years. Without the aid of Americans, he said, the Free State could not have accomplished such progress. He predicted that at the close of the Irish fiscal year next month, the minister of finance will report a substantial surplus.

SMITH OR WALKER AS GUEST SPEAKER

All-Democratic Mayors to Dine
Here March 31

Democratic leaders are hopeful that either ex-Gov. Alfred E. Smith or Mayor Walker of New York will be the guest speaker at the all-Democratic mayors night at the Hotel Statler, March 31.

The idea is to combine political discussion about the necessity of party unity with arousing interest in placing on the lists the names of all Democratic residents in Boston and other cities where the April 1 listing is done by policemen.

The Boston Democratic city committee is sponsoring the event, and Chairman Henry E. Lawler will preside. Mayor Curley has agreed to be one of the speakers.

Invitations have been extended to 2500, and in the list has been included all known as well as potential candidates for office. Among them are Marcus A. Coolidge of Fitchburg, John F. Fitzgerald, Gen. Edward L. Logan, Andrew J. Peters, Joseph B. Ely, John F. Malley, the Rev. Roland D. Sawyer, Stabile V. Claggett, Senator David I. Walsh, Congressmen William P. Connery, John J. Douglass and John W. McCormack, Thomas C. O'Brien, Peter F. Tague and Charles F. Riordan.

DINNER IS GIVEN IN SILVERMAN'S HONOR

Notables Gather at Copley-
Plaza

Distinguished members of the judiciary, the bar, legal associates and friends, paid tribute to Samuel Silverman, corporation counsel of the city of Boston, at a testimonial dinner given in his honor at the Copley Plaza last evening.

About 500 persons attended the dinner which was tendered to "Sammy" Silverman by members of the Boston bar. Eulogized by his teacher in high school days at the Public Latin school, his friends who have known him since he attended Boston University and associates in the legal profession, Mr. Silverman was presented a beautiful electric clock and desk set as a token of the esteem in which he is held.

Francis P. Garland, prominent Boston attorney, opened the speaking after dinner as chairman of the committee in charge of the affair. He introduced Judge Frank S. Deland, former corporation counsel, who was toastmaster.

RABBI LEVI SPEAKS

Rabbi Harry Levi declared that good service is taken for granted too much by the people today. He said that the gathering expressed in a splendid fashion appreciation of the service that has been well rendered by Mr. Silverman. He said that his admiration for Mr. Silverman was greatest because "he had thought so much of his parents." He said the exceptional ability and loyalty of "Sam" Silverman for his friends and his integrity all were minor points in comparison with that trait.

Assistant Corporation Counsel Joseph P. Lyons declared that Mayor Curley should be congratulated for appointing Mr. Silverman as corporation counsel. He said that he remembered when Mr. Silverman became assistant corporation counsel, about 10 years ago, and how he served under four corporation counsels. A rising vote of thanks was then tendered to Judge Edward P. Pierce of the supreme court.

One of the features of the affair was a rising toast to Mayor Curley, offered by Toastmaster Deland, "in the hours of Mayor Curley's darkness and shadows." The mayor was unable to be present.

George R. Farnum, former assistant United States attorney-general, and Assistant Superintendent of Schools Patrick A. Campbell, who was Mr. Silverman's teacher at Latin school, eulogized the corporation counsel.

REPRESENTS CURLEY

Thomas A. Mullen, director of the city publicity bureau, represented Mayor Curley, and said that Boston is re-creating itself and that Mayor Curley has a vision of what is going to be accomplished in the next four years, and Mr. Silverman will aid materially in making that vision come true.

Former Mayor Andrew J. Peters said that the office of corporation counsel is one which furnishes great opportunities for service in the community. He declared that Mr. Silverman is being sent on a career of increased usefulness.

Cont'd

situation in Cambridge was acute, as the number of applicants for jobs at City Hall and for relief from the public welfare department was very high. In an effort to improve the situation, he said, work had been started on an addition to the Cambridge Hospital costing \$500,000, and within a month construction of a new school, costing another \$500,000, would be under way. Although it was not definitely settled yet, he stated that it was very likely that they would have to build another new school in Cambridge costing fully \$1,000,000. In addition, he said, there would be some street construction which he hoped would ease the strain.

BIGGEST EVER FOR SO. BOSTON

Additional Plans for the March 17 Parade

Additional plans for the Evacuation Day festivities in South Boston on March 17 and the announcement that the parade this year will be the largest in history, despite the absence of the Coast Guard delegation, were made by Chief Marshal Edward C. Carroll last night.

At the head of the procession will ride the three Yankee Division commanders—General Clarence R. Edwards, flanked by Generals Edward L. Logan and Charles H. Cole. Overhead, a military formation of army and navy planes, led by Captain Charles Lyons of the Squantum airport, will maneuver.

Gold Star mothers will review the parade from a stand on Broadway, at L street, and at M street will be a stand for the Governor, Mayor Curley and other official guests.

The routes of the marchers will be from the starting point, at Edward Everett square, along Columbia road to Dorchester avenue to Dorchester street to West Sixth street to E street to West Fourth street to G street to Thomas Park to East Sixth street to H street to East Fourth street to I street to Columbia road to L street to East Fourth street to Farragut road to East Broadway to Dorchester avenue, the point of dismissal.

The color guard will be a delegation from the United Train Veterans of Providence, R. I., all of whose members are blood relations of Revolutionary war veterans. The delegation, consisting of about 40 men in colonial fighting togs, will place a wreath on the monument at Dorchester Heights, Sunday evening, March 16.

Mayor's Tribute

Mayor Curley, in tribute to former President Taft, said:

"A genial, kindly, lovable American has passed from among us in the death of the former President of the United States, William Howard Taft. Great as were his attainments as a law maker and an interpreter of the law, Americans will reverence his memory both because of the character of his human traits of good nature and because of his abounding optimism. In this life, he was the embodiment of cheerfulness and his sunny smile ever awakened a responsive chord even in hearts that were saddened. If a life replete with cheerful and unselfish service to one's fellow man merits its reward in the hereafter, an even higher place than he ever held in this life awaits him."

Post 3/9/30

WANTS RELIEF FOR DESTITUTE

Curley Says State Should Give Inheritance Tax

Distribution of inheritance tax receipts by the State to provide for the relief of destitute families through the cities and towns was suggested yesterday by Mayor Curley in an address before the members of the Mayors' Club of Massachusetts at the Parker House.

Reporting that the overseers of public welfare had expended \$2,240,000 last year for poor relief, the Mayor declared that a system of unemployment insurance has been virtually created which is a burden on the taxpayers.

As similar conditions maintain in other cities and towns, he urged that the Mayors consider legislation to require the State to carry the load either through the use of the inheritance tax or part of the gasoline tax.

"This unemployment situation is an economic problem which America has not solved. We must face it sooner or later, and will have either to adopt a policy to provide a means of livelihood through employment or expend the money for increasing the police as well as the jail and poorhouse facilities," the Mayor warned, expressing his preference for providing an opportunity to work instead of the dole system for the unemployed.

Michael MacWhite, Irish Free State minister to Washington, and U. S. Senator A. Oswald Stanley of Kentucky also addressed the meeting of the Bay State Mayors, attending the luncheon as the guests of Mayor Curley.

ORDERS REPAIR OF SIDEWALKS

Mayor Seeks to Reduce Number of Damage Suits

Seeking to end damage suits against the city for alleged pavement defects, Public Works Commissioner Joseph A. Rourke, at the direction of Mayor Curley, last night established two emergency crews to repair the streets and sidewalks for the protection of pedestrians as well as vehicles.

Action brought against the city last year resulted in payments of \$150,000 from the city treasury to claimants, the Mayor stated, expressing his personal opinion that "in a majority of cases payments were made for injuries that never could be traced to defects in the highways."

Instead of waiting two days for police reports on holes in the streets or sidewalks, two emergency trucks with crews and materials will be ready to make repairs as soon as they are reported either by the policemen on the routes or by private citizens.

ERROR COSTS CITY \$19,313

Met. Dist. Com. Neglected to Protect Sewer

The Old Colony Parkway will be reopened for heavy traffic March 29, Public Works Commissioner Joseph A. Rourke announced yesterday, upon awarding a contract of \$19,313.90 for repairing the sewer at Mt. Vernon street, Dorchester, which recently collapsed under the parkway.

Investigation by city inspectors revealed that the Metropolitan District Commission, in building the parkway, not only blocked Savin Hill Bay, but neglected to provide for the protection of the sewer pipes by enclosing them in concrete.

The award of the contract to the De Cristofaro Brothers Company, lowest bidders, was approved by Mayor Curley.

GLOBE 3/9/30

ROUTE FOR PARADE ON EVACUATION DAY

Edward C. Carroll, chief marshal of the South Boston Evacuation Day parade to be held in South Boston, Monday, March 17, announced last evening the route.

The parade will start from Edward Everett sq at 2 o'clock, proceed along Columbia road to Dorchester av, to Dorchester st, to West 6th st, to E st, to West 4th st, to G st, to Thomas Park. The marchers will circle Thomas Park and then go along East 6th st, to H st, to East 4th st, to I st, to Columbia road, to L st, to East 4th st, to Farragut road and along East Broadway to the point of dismissal at Dorchester av.

There will be three reviewing stands. One at L st and Broadway will be for all Gold Star Mothers. At B st and Broadway will be the stand for invited guests, who will include Gov Allen, Mayor Curley and other officials of State and city. The stand for the chief marshal and his staff will be on Broadway, near A st.

\$40,000,000 IN BUILDING JOBS READY

Start of Work Waits
Only on Favorable
Weather

There are from \$30,000,000 to \$40,000,000 worth of building contracts in Boston, all ready for construction work to begin just as soon as favorable weather sets in, according to John F. Walsh, secretary of the Building Trades Employers' Association, yesterday.

To handle this great volume of construction, the local unions have enrolled about 21,000 skilled mechanics, of whom 14,000 are now idle and in dire need.

"While the prospect of work in four to six weeks is alluring," said Walsh, yesterday, in discussing the building outlook, "the situation due to unemployment in the building trades is extremely serious. What these 14,000 men need is not the promise of work, but something to eat. They want work, not promises. They can't wait 60 days. They have got to eat today and there is no immediate prospect of anything except charity."

"The Boston Building Congress has a bill before a committee at the State House which provides for a reasonable fund to meet such emergencies. It is a condition, not a theory, that we are facing at the present time. Conditions are similar outside the building trades, so that it seems no matter where a man turns he can't find a job. In the old days, say 10 years ago, he could find something to do, but today conditions are harder."

"The local unions report less than 7000 skilled workmen employed today in the building trades in Boston. That leaves more than 14,000 idle."

Curley Cuts Red Tape

"The work of excavating for the new telephone exchange is already under way in Bowdoin square. Mayor Curley has cut a lot of red tape to expedite work on this building, so that the unemployment situation might be improved as rapidly as possible, but building does not generally begin until about the first of April. We look for fair weather after April 19."

"There are from thirty to forty million dollars worth of construction contracts in Boston, only waiting for the weather to change before building operation will start. I do not anticipate

PUBLIC HEARING ON JOBLESS SITUATION

A public hearing on the question of unemployment and unemployment insurance will be held at the State House, in room 481, next Friday, by the Massachusetts Industrial Commission.

Mayor Curley, A. Lincoln Filene, Wendell P. Thore, Henry S. Dennison of Framingham, Martin T. Joyce, representing the American Federation of Labor, and E. Grosvenor Plowman of the Associated Industries have been invited to address the meeting.

any labor troubles this year. It is not the proper time for them, but the working agreements of painters, glaziers and stone cutters expire in June and nothing has been done yet to secure assurances from them that there will be no strikes.

"If we could have here conditions which have been assured for the \$50,000,000 worth of building contracts in Cleveland, it would tend to improve the unemployment situation greatly. For the first time that I have any knowledge of, the building trades of that city have given assurances to the employers that there will be no labor strikes and no wage increases this year. The electrical, iron and stone cutting trades have all received a wage increase of 15 cents, so that employers can go ahead with their contracts undisturbed for the rest of the season. I understand Mayor Curley is attempting similar assurances in Boston."

Governor's Survey

Stirred by President Hoover's announcement that unemployment conditions were improving and that the country would be over the worst of it in 60 days, Governor Allen yesterday made a brief survey of conditions throughout the State, especially outside of Boston. This is what he found:

February reports from 1054 manufacturing establishments employing 208,000 wage earners showed a gain of 3-10ths of 1 per cent over January. The survey indicates slight improvement in shoe, cotton, woolen, hosiery and silk industries; 210 Boston factories showed a gain of 3.5 per cent. February reports from 344 building contractors showed a decrease in employment of 8.5 per cent for the State and a gain of 1.3 per cent in Boston. There has been some improvement within the past few days in metal trades. There is considerable work in prospect, however, and with improved weather conditions, outside construction will resume.

Road Work Early

The Governor was advised that the department of public works will advance its road construction rapidly from now on. Weather conditions as a rule do not permit extensive construction or reconstruction work until after the first of April; nevertheless, the State highway department has under way construction amounting to about \$4,000,000, a large part of which was authorized under the 1929 programme.

The Governor also made public the following information with reference to the public works progress in the following municipalities:

Beverly—Mayor's office states that it "started a sewer construction programme which will amount to \$150,000, and which will probably help the unemployment situation in Beverly a great deal."

Chicopee—Mayor advises "introducing an order for \$150,000 to the members of the Board of Aldermen for sewer construction work for the purpose of relieving the unemployed in the city of Chicopee and preference be given those who most need work and to the married men with large families, and to men whose mothers and children are dependent upon them for their support. All permanent road work will begin as soon as the budget appropriations are passed by the Board of Aldermen."

Preference to Family Men

Fitchburg—The Mayor assures the Governor of "Fitchburg's earnest co-operation in the programme that you have outlined. I have appropriated in this year's budget an additional \$5000 to give employment to men with dependents aside from our regular municipal programme."

Westfield—"Public works department giving the matter every consideration and to a very full extent dividing the work and favoring the most needy. Conferences have been held with the commissioner of public works and he is co-operating to help."

Revere—"Provision for street construction has been made. Will begin work just as soon as the ground is workable. For over a year an employment office has been operated and connections have been made with all factories and places of business so that conditions have been helped materially. At present the interior of the City Hall is being redecorated giving employment to painters out of work, and the repair of schools is about to start."

Belmont—"Special meeting of the board has been held and it was decided to start work planned for the coming year just as soon as possible."

Concord reports a substantial programme of construction, amounting to \$72,500, which is going forward rapidly. In addition to this there will be spent for general maintenance for the department of roads and bridges, approximately \$75,000. The new high school is still in process of construction and will not be completed before mid-summer.

Mansfield—"The town is co-operating with the Governor in response to unemployment as much as possible and anticipates adding many to the pay-rolls shortly."

Swampscott reports that "it will do everything possible it can to help the advance of public works so as to provide early employment."

Winchester—"There has been undertaken considerable amount of highway work at the present time which under ordinary circumstances would not be undertaken until later on in the spring."

War Veterans Help

A telegram received from the Veterans of Foreign Wars of Springfield reads as follows:

"Leonard Post 70, Veterans of Foreign Wars of Springfield, respectfully submit to your Excellency that they have been actively working to relieve unemployment among veterans for the last three months with marked success. Members wish to assure you of their continued efforts in that line."

The Governor also communicated with all the members of Congress from Massachusetts urging prompt and concerted action in support of the efforts of the granite producers in Massachusetts in securing the increased use of granite for the construction of the new postoffice building in Boston.

The Governor also announced that several hundred men had already been placed at work by the State departments of conservation, division of highways, department of public works and the Metropolitan District Commission. A large number of these men, he stated, had been taken for forestry work.

Mayor Richard M. Russell of Cambridge stated that the unemployment

Post 3/9/30

No Pessimism At This Port

Let us not get too pessimistic about the port of Boston. It is, to be sure, lacking in some advantages, almost wholly legal, not physical, and it has to fight occasionally to make the moguls at Washington realize that there is such a place as the port of Boston. But taking it by and large—however that phrase may be interpreted—the harbor is here; the docks are here; the merchants are here and the commerce is here. We have no need to go into the doleful dumps about our seafaring prospects of the future.

Let us review a few facts. While conditions at this port have not in recent years been all that we could wish, business here has been by no means at a standstill. According to a joint report of the Shipping Board and the War Department, commerce at this harbor has nearly trebled in the eight years from 1920 to 1928. That certainly does not suggest any going on the rocks for this port.

Naturally it is not foreign commerce that has given us this splendid increase. The great bulk is due to the larger coastwise business; yet that business is business, nevertheless, and it may be considered doubly valuable because it is home business. At any rate, it counts 100 per cent in our prosperity. But the total of 6,287,000 tons in 1920 increased to 17,266,000 tons in 1928. Coast receipts increased from 4,000,000 to 11,000,000 tons and shipments from 800,000 to 2,000,000 tons. Therefore, although there was this big gain in total port tonnage, the export situation was but little changed.

What has accounted for this large increase in home commerce, as it may be called? The report states that much has been done by local interests. We have got busy ourselves. Large classification yards have been built at or near the port; switching charges have been simplified and standardized; modern piers have been equipped with ample storage space and freight handling devices have been constructed, to the end that the port is about the best of its kind in the country and is capable of handling many times the tonnage that is now offered. This is wise, for it looks toward the future, and the future of this port is assured. We are not going backward.

It may be said, in a word, that Boston business interests have gone ahead and helped themselves with their own enterprise and their own money. But what is the federal government doing to help? They are giving us about \$40,000 out of a \$50,000,000 river and harbor appropriation and maintaining rail differentials against Boston in favor of Southern ports. If Boston got from the federal government what we feel is rightfully due her, port conditions here would be first-class. As it is, they are about second-class, but still nothing to grow gloomy about.

Boston should mightily resolve, as a part of this year's tercentenary, not only to deserve but to get more commerce. She has the equipment and the absorbing power. All she needs is a little more public determination—and this is said with the full realization that the Maritime Department of the Chamber of Commerce is doing fine service to the end that we stand where we ought in the lists of the commercial cities of the country.

DAILY NAMED REGISTRAR

Veteran Newspaperman
Is Chosen by Curley



HENRY L. DAILY

City Hall reporter, who has been appointed registrar of births, deaths and marriages by Mayor James M. Curley.

Henry L. Daily, veteran political writer, was appointed late yesterday by Mayor Curley to the post of city registrar of births, marriages and deaths, to succeed the late Edward W. McGlenen, who directed that department at City Hall for 39 years.

For 27 years he has been one of the most popular newspapermen in the city, having served as reporter, assistant city editor and city editor and since 1920 as the City Hall representative of the Hearst publications.

In the past 10 years he has become intimately acquainted with the administration of every division of the city government, and in succeeding mayoralty regimes has constantly rejected executive appointments. It was only after the earnest request of Mayor Curley that Mr. Daily finally consented to become a member of the cabinet at City Hall.

In transmitting Mr. Daily's appointment to the State Civil Service Commission, the Mayor stated: "I certify that in my opinion he is a person specially fitted by education, training and experience to perform the duties of said office, and that I make the appointment solely in the interest of the city."

Mr. Daily was born in Boston and educated in the schools of this city. He now resides with his wife and son at 35 Clarkson street, Dorchester.

Contd

HERALD 3/9/30

a candidate for Foley's job. Mulhern is the man behind the whole business and being a shrewd young Democrat he would be no more reluctant to capitalize the opportunity thus presented than would any other lawyer in a like position.

A prominent Democratic politician recently presented the full slate which he said one faction in the party is lining up for the election. Here it is: Senator, Peters; Governor, Sullivan; Lieutenant-Governor, Joseph Hurley of Fall River; secretary, William Kane of Woburn; treasurer, Frank McGilley of Lowell; attorney-general, Sam Kalesky of Boston; auditor, Frank A. Manning of Brockton.

SESSION UNUSUALLY DULL

The current session of the Legislature has been characterized by many veterans as unusually dull. Possibly there will be some lively skirmishes in the next few weeks with action due on numerous controversial measures reported by the committee on legal affairs. The book censorship and Baby Volstead reports are the most important.

The book censorship measure will be up in the Senate this week and the Watch and Ward served notice Friday that it will be on hand to use its influence to prevent its passage, cloaked as it is with its provision to "consider as a whole" and to give judges discretionary powers in sentencing for convictions. The W. & W. wants the mandatory jail sentence retained. It is noticeable that among the dissenters to the bill are Representatives Finnegan and Airola, ordinarily regarded as exceedingly liberal in their views.

The report on the initiative repeal referendum for the Baby Volstead act has not been written, but progress has been made and there is a chance that it will be presented some time this week. Accordingly there are some prospects of interesting battles for the next fortnight.

The importance attached to compulsory automobile insurance by Frank A. Goodwin apparently is justified. He said two years ago that it was a subject of much more interest to the people than the politicians realized. He proved it rather forcefully Thursday night at Worcester when he and Russell A. Harmon debated the subject before a packed crowd at Mechanics hall. Many were turned away. It was estimated that 2000 listened to the discussion and that more than 500 were unable to obtain admission.

SENATOR WARD ON VOYAGE

The illness of Senator Ward has cost the Democrats one of their nine votes in his branch. Ward is recuperating on a voyage to South America, but his vote is being protected on rollcalls by pairs, although his voice is lost to debates.

The nautical training school, the affairs of which were widely discussed when Gov. Fuller suggested its abandonment, again occupied a position of prominence last week in the Senate when Senator Samuel H. Wragg of Needham was successful in amending

the report of the ways and means committee to provide for an appropriation for a modern refrigeration plant aboard the schoolship Nantucket.

Rarely does the Legislature overturn any of the items in the report of its finance committee. When the budget report was being discussed Senator Wragg called attention to the conditions existing on the Nantucket, saying that an inspection by him revealed the fact that on long cruises the food supplies suffer because of lack of proper refrigeration facilities.

Senator George Moyses of Waltham, a member of the ways and means committee, joined with the Needham member in seeking the additional appropriation. Senator Clarence Kidder of Cambridge, Senate chairman, opposed the proposal, but it was carried over his objection.

TRANSCRIPT 3/8/30

More Drastic Traffic Rules Are Ordered

One-Way Street Reversals to Aid in Operation of Signal Lights

Effective tomorrow morning, certain drastic street traffic rules are expected to cause confusion to drivers of vehicles. They were ordered by the traffic commission, after weeks of study, to make more effective the automatic control signal lights now being installed. The changes are as follows:

Avery street, now one-way from Tremont street to Washington street, to be one-way from Washington street to Tremont street.

Lagrange street, now one-way from Tremont street to Washington street, to be one-way from Washington street to Tremont street.

Friend street, now one-way from Faneuil Hall square to Causeway street, to be one-way from Union street to Hanover street, from Merrimac street to Washington street and from Merrimac street to Causeway street.

Boylston street, now two-way its entire length, to be one-way from Tremont street to Washington street.

Merrimac street, now a two-way street, to be one-way from Haymarket square to Friend street.

Commission Explains

The statement of the commission, accompanying the announcement of the new rules, is:

"When considering the present layout of the area to be controlled by lights, it was found that Haymarket square and the intersection of Boylston and Tremont streets were controlling factors in this installation due to existing conflicting movements of traffic.

"At Haymarket square, Merrimac street and Sudbury street traffic conflicts at the intersection of these two streets. It was therefore voted that Merrimac street be made one way from Haymarket square and Friend street, so

that no traffic hereafter will enter Haymarket square from Merrimac street. In order to accommodate this traffic, Friend street has been reversed so that vehicles now will operate on Friend street in a southerly direction from Merrimac street to Washington street. This will permit traffic formerly using Merrimac in entering Haymarket square to enter Haymarket square via Friend street and Sudbury street at a very slight inconvenience.

"The reversal of Friend street eliminates the conflicting movement at the intersection of Hanover street and Washington street that now exists when vehicles, leaving the market district, attempt to proceed by way of Friend street to the North Station, thereby cutting through the Washington street traffic immediately north of Hanover street and causing congestion at this point.

Boylston Street Change

"At the intersection of Boylston street and Tremont street the light flow of vehicles proceeding west on Boylston street from Washington street now conflicts with the heavy movement of vehicles making the left turn from Boylston street into Tremont street northerly. Boylston street has been made one way from Tremont street to Washington street, thereby eliminating this conflicting movement on Boylston street from Washington street.

In order to accommodate these vehicles, Lagrange street and Avery street have been made one way from Washington street to Tremont street. This will eliminate the movement of vehicles from Avery street into Hayward place and from Essex street into Boylston street, both of which movements were against traffic on Washington street and in technical violation of the one-way rule.

Automobilists who formerly used the Essex street-Boylston street route may now proceed through Beach street and Lagrange street, through Kneeland street and Stuart street or through Boylston street, Washington street and Avery street. It is expected that the restoration of Lagrange street to its former direction from Washington street to Tremont street will increase the number of vehicles now using this street to a considerable degree and probably will reach the volume that formerly used this street before its direction was reversed.

"The new rules are effective Sunday, March 9 and have been made effective before the traffic signals will be in operation so that motorists will become accustomed to them.

"The commission believes that these changes will speed up the entire downtown signal system by at least thirty per cent."

City Workers Must Pay Their Taxes

Mayor Curley is determined that city employees shall pay their taxes and has asked the city treasurer to deduct the various amounts due from salaries after April 1. It is said that twenty per cent of the employees are delinquent in their poll, personal and excise taxes. The first general order to employees was issued by Fire Commissioner McLaughlin yesterday. Such action has been taken by previous mayors when conditions were approximately as serious as at present.

POLITICIANS EAGER TO LEARN, WITH IDES OF MARCH AT HAND, HOW BUTLER STANDS ON RUM

By W. E. MULLINS

On the Ides of March, William M. Butler's prohibition document is due. When he announced his candidacy for the Republican nomination for the United States Senate he promised within a month to set forth clearly his position on the issue which has been characterized as the most important one to come before the American people since slavery. That month is up Saturday, March 15.

When he committed himself to the definite promise three weeks ago he probably did not consider the connection with the ominous Shakespearean date, but the pressure that privately has been applied to him during the intervening period by both wets and dries probably has him devoutly wishing that he were safely by the day which proved so fatal to Caesar.

There is no denying the fact that the contents of his promised statement have been the most animated subject for discussion among both Republicans and Democrats for the last three weeks. All sorts of speculation has been indulged in, but he has carefully guarded his intent, and only those most intimately connected with him are certain of his real position.

Republican leaders who are eager to elect him as successor to Senator Gillett have urged him to delay his announcement in the hope that the situation will be changed by industrial developments. It has been pointed out that he can keep prospective candidates from jumping into the contest by holding the statement as a club, but he has definite ideas about conducting a militant and uncompromising campaign on the big issues of the day.

STRATEGICAL POSITION

Save for Eben Draper, Butler now has the senatorial field to himself. Advisers have extolled to him the strategical position he now commands, which immediately will be sacrificed by an open definition of his views. The fate that caught Fred Griggs in the second congressional district campaign has been sufficient warning that a middle of the road policy must be avoided.

If Butler runs as a wet, the statement of it will be the signal for some rock-ribbed dry to announce his candidacy. If he is to run as a dry, nothing will be gained by espousing that cause at this time. The promised statement has been given by some as the reason for the complete temporary retirement from the political arena of Alvan T. Fuller. Back home now for a full week, Fuller has carefully avoided every invitation to discuss politics. Possibly he

is awaiting only the Butler statement to leap back into the midst of things.

Draper has been busily engaged in consolidating his forces. He is supremely confident of the outcome of the election. He is unwilling to discuss the situation for publication at this time because his strategy is to save up his ammunition for a campaign which he is unwilling to set in motion thus far ahead of the primary.

Draper, like Gen. Logan, is banking considerably on the soldier vote. Results of past elections would seem to indicate that there is no soldier vote that can be delivered on election day. It has been definitely proved that the politicians want the service men only for the use of their uniforms as background for functions for distinguished visitors or for holiday celebrations.

CANNOT BE DELIVERED

It's 12 years now since the war, and no warrior yet has been given important office. The fate of Gen. Sherburne in the 1928 Republican primary, and of Gen. Cole in the election reveal that the service vote cannot be delivered. Cole, the only service man of the three at the head of the Democratic ticket, was the only man licked. If Logan and Draper bank on the service men's vote they are doomed to disappointment.

The situation in the Democratic fold is beginning to become muddled. John Cummings exploded last week when he heard that the party leaders were thinking of meeting in private conference to compose a ticket, and now Peter F. Sullivan, the former mayor of Worcester, threatens to create a disturbance.

Sullivan is awaiting only the proper moment to declare himself as a candidate for the nomination for Governor. In 1922 he ran against John F. Fitzgerald and finished a good second. When he was re-elected for his fourth term as mayor of Worcester the following December he said that he would run for the nomination for Governor again in 1924, as his good run in 1922 made him the logical candidate after Fitzgerald had been beaten in the election.

In December of 1923 Sullivan was beaten for a fifth term as mayor in a three-cornered contest. Mayor O'Hara won by 576 votes, while Frank McGauley, the third candidate, polled 964 votes. Sullivan always has maintained that McGauley's candidacy had been promoted by Mayor Curley as a means of killing off Sullivan as a prospective candidate for Governor in 1924, when Curley ran against Fuller.

WHAT HE RELIES ON

Sullivan insists that he must be the candidate this year, and in any event it is his intention to make the run. He is convinced that there will be at least two candidates from Boston seeking the

nomination and that the Democrats in other sections of the state, resenting the continual participation of Boston men in the race, will rush to his support.

Andrew J. Peters is leaning almost definitely toward the senatorial post, and close observers stoutly maintain that he will be the candidate to run against Marcus A. Coolidge of Fitchburg. Representative Roland D. Sawyer of Ware says that if those two strong Wilson Democrats engage in the contest, the natural division of votes in the primary well might give him the nomination, as he is about ready to announce his candidacy for the Senate.

It was notable that Frank Donahue, the Democratic state committee chairman, spoke rather frankly at Springfield recently on the subject of candidates from Boston. What he said substantially was that Boston politicians have been hogging the state elections for 40 years and that the time has come for them to stand aside in favor of young blood and new timber. That has been interpreted as a protest against the Fitzgerald candidacy for Governor; but Logan's friends seem to be equipped with definite information that John F. will not be in the fight.

There have been some frank regrets among leading Republicans because Dist. Atty. Bushnell of Middlesex county made such a faltering start in his proposed race for Lieutenant-Governor that he speedily saw the error he had made and withdrew. He had been regarded as a powerful prospect, and now Senator Henry Parkman, Jr., is being groomed.

Senator Parkman is an independently minded young man and he will make his own decisions. If he decides that he will run for Lieutenant-Governor, he will make the decision in due time himself and the politicians will not be interviewed on the subject.

GARRETT INVESTIGATION

The Garrett investigation was easily the most important business of the week on Beacon Hill. It had just begun to reach its more interesting stages when the interruption came. It gets under way again Wednesday and who knows what political significance it will have?

Surely it projects Atty.-Gen. Warner into the limelight. It is no state secret that the machine Republicans are eager to give Lt.-Gov. Youngman the leg and if the Garrett investigation develops as some think it well might, Warner may find himself an outstanding figure and accordingly in position to step back on to the escalator from which he was pushed by Fuller six years ago.

In any event it seems certain that Dist. Atty. Foley made a fatal political error in standing by so serenely. If the Garrett investigation provides anything worthy of prosecution, Senator Joseph Mulhern automatically becomes

GLOBE, 3/9/30

CURLEY ATTACKS ALLEN UNEMPLOYMENT POLICY

For Married Men's Preference, State Tax Sharing—Governor Reports More State Work, Boston Factory Gain

MAYOR ARGUES FOR TAX DISTRIBUTION

The failure of Gov Allen and his Executive Council to abrogate temporarily a Civil Service rule that prohibits cities and towns from giving precedence to family men in filling emergency jobs in times like these was deplored by Mayor Curley and by Mayor Ashley of New Bedford, speakers at the monthly luncheon of the Mayors' Club of Massachusetts yesterday at the Parker House.

Both executives complained that this omission is not only unfair to men who as heads of families desperately want the chance to earn a livelihood, but that it increases the strain upon the poor-relief funds of the cities.

Both Mayors stated they had made appeals to get action in favor of preference for married men with families, and Mayor Ashley added that Gov Allen had told him that the initiative lay with the Executive Council and that he did not see fit to prompt them in the matter.

Would Use Inheritance Tax

"The air is filled with talk of the success of the pay-as-you-go policy at the State House, but nowhere are the true facts of the matter set forth," said Mayor Curley later.

"It surely ought to be a simple matter for an administration to pay as it goes, when the State government continues to hold every penny of the inheritance tax, as well as the enormous revenues from gasoline and automobile taxation.

"Wouldn't it be much fairer if the revenues of the inheritance tax were distributed among cities and towns, so that local governments could use part of these sums to help families and individuals now in dire distress, rather than to compel the local taxpayers to shoulder this additional burden in

times like the present? And can any reasonable person argue that some part of the State taxation derived from those who are fortunate enough to sport automobiles shouldn't finally be used to furnish relief to families which not only own no automobile, but the breadwinner of which cannot even find work, these days?

Higher Sewer Expense Limit

"All who run may read the plain lesson of this situation, which is that, unless we adopt some economically sound program for the disposition of these taxes, the municipalities in this machine age and with increasing unemployment will be hard put to find the money to increase police forces, and to build more courthouses and poorhouses."

Mr Curley asked his fellow-Mayors to support his legislative petition that would permit the expenditure of as much as \$3,000,000 in any one year for sewer improvements. The present law limiting such expenditures to \$1,000,000 was enacted in 1905, since which time material costs have increased 250 percent and labor costs have increased 300 percent, he said.

Plea to Cut Loan Cost

He asked their aid in his move to effect reform in the matter of borrowings by cities in anticipation of taxes, now approaching the sum of \$100,000,000 yearly, these temporary loans eating up, in interest, \$2,000,000 of the taxpayers' money in 39 Bay State cities each year. One remedy would be to have taxes payable twice yearly, and an alternative remedy would be to move back from April 1 to Jan 1, the date of the imposition of taxes.

At the suggestion of Mayor A. J. Casassa of Revere, the club is to meet in special session in a fortnight or so, to outline a course of action with respect to pending legislation affecting cities, to which all Mayors can give their support. Mr Casassa complained that the taxpayers of Bay State cities are mulcted of millions of dollars in taxation annually by Legislative acts imposed upon them, because there is no concerted action by the cities to oppose this legislation.

Minister MacWhite a Guest

There was discussion of the advisability of the club's hiring a common legislative agent, such as Boston maintains at the State House, the cost to be prorated among the cities, the aim being to keep Mayors informed of the run of legislation affecting their respective cities which they wish to oppose.

Irish Free State Minister Michael MacWhite and Senator A. O. Stanley of Kentucky were Mr Curley's guests. In presenting MacWhite the Mayor prophesied that "Ireland will one day take her place among the Republics of the world," and in introducing Senator Stanley, Mr Curley said he hopes that good whisky will soon again be the third famous product of the Blue Grass State, still honored for its handsome women and fast horses.

HERALD 3/9/30

STREET PATCHING CREWS ORGANIZED

Rourke Adopts Suggestion of Mayor to Prevent Accidents

Commissioner of Public Works Rourke will immediately adopt the suggestion of Mayor Curley and organize two emergency crews, assigned to definite districts, to care for defects in streets and sidewalks.

In co-operation with the police department, the public works department expects to receive immediate information about defects in paving. The probable saving in the awards for damages attributed to street defects will more than offset the cost of maintaining two emergency crews and may be sufficient to permit of the organization of additional crews.

In reporting to Mayor Curley his plans, Commissioner Rourke had this comment to make on the patching of pavement:

Due to neglect of the previous administration in not awarding contracts during two years for any permanent bituminous patching of the city streets and the contract which was awarded for such work during the past year paying more particular attention to the large areas rather than to the smaller cuts and defects, the streets at the beginning of this administration were in probably worse condition than ever before for a long period and the resources of the department forces will be taxed during the entire spring to make the streets safe for travel.

We will open bids Monday for bituminous patching in two districts and it is expected that the contractor in each district will do more work than the contractor for the entire city has previously done and at the end of the year the streets will be in such condition as to require the minimum amount of temporary patching.

PEREIRA UP IN AIR OVER HIS AIRPORT HOME

Padlocked Building Burned;
Now He's Permitted to
Move the Ruins

FEARS NO ONE WANTS HIM

Bad Weather Washes Out
Local Flying; Two Craft
Quickly Return

Fire removed the padlock from the Bay State Flying Service building at Boston Airport Friday night when flames practically destroyed the structure and its contents at an estimated loss of \$2000.

The building was padlocked and its occupants ordered out March 1 by Park Commissioner Long and Capt. Albert L. Edson, airport superintendent, who charged that the company had no lease to the land. No one is supposed to have entered the building until the fire broke out, when Frank Mary, mechanic for Russell Boardman, broke through the locked door and started to fight the blaze.

Fred R. Colter summoned the fire department. A car is said to have been seen parked in front of the building 20 minutes before the blaze. Official findings were that the fire started from spontaneous combustion.

FINDS ONLY RUINS

Mayor Curley had granted Bay State Flying Service a new site at the field where it could move and open for business again. The building was to have been moved to its new location yesterday. Nobody had been able to reach Fred E. Pereira, head of the company, Friday night, and he arrived at the field to supervise the moving yesterday morning only to find the building in ruins.

Capt. Edson said the company could not erect a new building on the site granted by Mayor Curley but could move the damaged one to the spot and rebuild it if it so desired. He explained that his

orders from Park Commissioner Long forbid any new buildings.

The Bay State Flying Service was the second commercial company to build at Boston Airport.

Firemen put out the blaze in short order, but tools, airplane parts and accessories were scattered all about.

"THEY don't seem to want me on the airport," said Fred E. Pereira. "Trying to straighten out the question of a lease for the land in the past, Edson has always referred me to Long and Long to Edson. Then after Mayor Curley granted me a new site, I arrive at the field to find the padlocked building destroyed by fire."

"When Mayor Curley said I should have a new site, Edson suggested it be behind the big cinder pile at the field."

The site sanctioned by the mayor was between this cinder pile and the radio range, near the entrance to the airport. The burned building was only partly insured.



F. E. Pereira

NEW ELEVATOR NEEDED TO CARE FOR LAKE GRAIN

One-Cent Differential to Turn
Tide of Traffic
This Way

ACTION URGED BY MAYOR

More Than 13,000,000 Bushels
Diverted From Hub in
25-Year Period

Erection of a grain elevator on State-owned land in South Boston, to aid the port of Boston in its fight to resume its former place as one of the leading export ports of the country, was urged by Mayor Curley in a letter to Governor Allen yesterday.

The urgent need was called to the attention of Mayor Curley by Manager Frank S. Davis of the Maritime Association, Boston Chamber of Commerce, who revealed that the opening of the new Welland ship canal early in July will give Boston a net 1-cent differential advantage over Philadelphia and Baltimore.

This will be effective on lake grain for Boston via New York.

Ontario & Western and New Haven railroads, a 100 per cent New England controlled route.

ONLY A PORT OF CALL

The port differential rate advantage is the main objective which has been waged in Washington for years by the Maritime Association.

Manager Davis has made known to Mayor Curley that he might suggest the port authority co-operate with the State Department of Public Works in the consummation of the project.

In a 25-year period the decline of the Port of Boston, as Mayor Curley points out to Gov. Allen, has been "pathetic, being due, first, to discriminatory differentials, and second, to the inability to furnish 'bottom' cargoes, preferably of grain, to which may be traced the fact that the principal port of New England is today a port of call, rather than a cargo port."

FIGURES SHOW DECREASE

Mayor Curley continues:

"In 1905 the grain shipments from this port totalled 17,344,754 bushels; 9,322,840 bushels in 1910; 6,057,742 bushels in 1920; 6,490,230 bushels in 1925; 3,879,317 bushels in 1929, or a reduction of more than 13,000,000 bushels within a 25-year period."

"I sincerely trust that you will find it possible to cause an investigation to be made at once, and, in the event that the facts are as set forth by the Maritime Association, recommend to the Legislature and appropriation in the amount necessary for the erection of the grain elevator."

MAYOR CURLEY LETS SEWER CONTRACT

Mayor Curley has awarded a contract to D. Christofaro Brothers for sewerage work in Mt. Vernon st., west of the Old Colony boulevard. The amount of the contract is \$19,313.90.

The boulevard has been closed for some time because of a break in the 36 inch main which takes the overflow from Dorchester into the bay.

POLITICS AND POLITICIANS

By JOHN D. MERRILL

If Ex-Mayor John F. Fitzgerald and Gen Edward L. Logan are candidates for the Democratic nomination for Governor of Massachusetts next Fall, it is by no means impossible that Ex-Mayor Andrew J. Peters also may run in the primary. Mr Peters would like to be Governor, at least his friends say he would, but he has felt that he probably could not win the nomination against either of the two Democrats mentioned above: If, however, both are in the field, his chances will be much better and he may decide to make the attempt.

It looked two years ago as though Mr Peters would be the party nominee for the Governorship. The people in charge of the Smith headquarters in New York city picked the ex-Mayor as the man who would give the most strength to the Presidential ticket in Massachusetts, and things seemed to be moving smoothly until some of the Democratic leaders here refused to accept the recommendation from New York and brought forward Gen Charles H. Cole. Mr Peters and his advisers decided that he could not win against the leaders, who had come out for Gen Cole, and so the former did not run in the primary. Perhaps Mr Peters' opportunity will come this Fall.

The general impression is, however, that Mr Fitzgerald and Gen Logan will not be candidates against each other in the primary. The latter has not announced that he would run, but there have been many indications that he would, and his friends say he will. Ex-Mayor Fitzgerald has already stated that he would be a candidate, and until he went away for a short vacation he was much in the public eye; he will doubtless continue to be so, because he is chairman of the Boston committee on the approaching tercentenary celebration.

If there is to be a fight between the two prominent Democrats mentioned in the preceding paragraph, it may turn out to be a contest between Senator David I. Walsh and Mayor Curley. Senator Walsh and Gen Logan have been close friends for many years, and there can be no doubt that the latter's nomination would please the United States Senator. On the other hand, if reports can be believed, Mayor Curley has told several people that he was supporting Mr Fitzgerald and would continue to do what he could for him. A test of strength between the Mayor and the Senator would interest everybody who is concerned in Massachusetts politics. Unless current rumor is wrong, the time is not far distant when Mr Curley himself will run for Governor, namely, at the end of his present term in the City Hall.

The U. S. Senatorship

It can be taken for granted that Marcus A. Coolidge of Fitchburg will be a candidate for the Democratic nomination to succeed Frederick H. Gillett in the United States Senate. Others have been mentioned for that nomination, but most of the Democratic leaders look with favor on Mr Coolidge's aspirations. His chief weakness, if he has any, lies in the fact that he is not very well known in this portion of the State, where most of the votes are; his supporters will try

to make up for that deficiency.

A few months ago the politicians believed that Ex-Mayor Fitzgerald would run for the Senate, but he decided that he preferred the Governorship, particularly, it is believed, because he expected that Ex-Gov Alvan T. Fuller would be a candidate for the Republican nomination and realized that Mr Fuller could not easily be beaten. It does not seem so certain now that the ex-Governor will run.

Ex-Dist Atty Thomas C. O'Brien may be a candidate for the Democratic nomination for the Senate, but the story is that if he enters the field several other Democrats also will run, and that the opposition to Mr Coolidge will thus be divided. It may be taken for granted that Ex-Mayor Peters will not be a candidate for Senator; if he runs for any office this year, he will point towards the Governorship. Joseph B. Ely has been mentioned as another possibility, but he has thus far not indicated that he has any intention of taking part in a contest. It is said, by the way, that Mr Ely might have had the Democratic nomination for Congress in the recent election in the second district, but that he declined to be a candidate.

Nothing has happened on the Republican side. Mr Fuller back from Florida, still keeps silence; perhaps he is waiting to hear what Ex-Senator William M. Butler has to say on the prohibition issue. The latter, who has announced his candidacy for the Senate, promised, and has since repeated the promise, that before long he would make plain his attitude on prohibition. Most people believe he will support President Hoover and Gov Allen in what they have said and done in that matter.

Ex-State Senator Eben S. Draper is still a candidate for the Republican nomination for the Senate and says he has no intention of retiring from the field. He is an avowed "wet." If he continues as a candidate, if Mr Butler takes the other side, and if there are no other candidates, the vote in the primary will show how the Republicans stand on prohibition.

About Prohibition

Amos L. Taylor, chairman of the Republican State committee, told the Republican women at their luncheon in this city last Friday that Republican organizations might debate prohibition, but that such discussion must be "without vehemence," and that those who listened must not take a vote in order to express their opinions on the merits of the issue itself or of the arguments advanced. And one of the other speakers at the luncheon said there was plenty of room in the Republican party for people who differed about prohibition but believed in the fundamental principles of the party.

Mr Taylor has tried for a long time to keep prohibition out of politics in Massachusetts. Plainly it would be for the interests of the Republican party if people would not talk and think about prohibition, since the Democrats are almost solidly on one side of the question, while the Republicans are divided, but prohibition is, and probably will continue to be, an issue here, and the Republicans must

face it. Further, by force of circumstances they will probably be forced to take the "dry" side.

As has been said before, it would be

interesting to learn what the fundamental principles of the Republican party are, or, for that matter, what the fundamental principles of the Democratic party are. At least so far as Massachusetts is concerned, there is little difference between the two. Both now favor protection for Massachusetts industries, a point on which they once differed, and for the most part the campaigns between the two are only fights for the offices.

Mr Taylor and other Republicans have made the point that prohibition is not properly a political issue, but it seems to be as appropriate in its time as slavery was 60 years or so ago. In the opinion of most people who do not hold, or desire, public office, it would be a good thing if the two leading political parties in the State took opposite sides on that issue and fought it out to a finish. Then the voters could make up their minds and mark their ballots accordingly. If the Republicans are to be beaten next November, and just now that result does not seem beyond the range of possibility, they might as well go down fighting. It looks now as though they could not dodge the prohibition issue; candidates for office will be asked to set forth their attitude, and they must reply.

Some Personal Items

Gaspar G. Bacon, president of the State Senate, celebrated his 44th birthday last week. Mr Bacon is, by common consent, one of the most attractive men in public life in Massachusetts, and most people believe that he is probably destined for higher political honors unless it happens that the Republican party becomes the minority party in the State. Mr Bacon comes honestly by his attractive qualities, as his father, the late Robert Bacon, United States Ambassador to France and later Secretary of State, was one of the most popular and successful

men of his time, as well as one of the handsomest. Another of Robert Bacon's sons, Robert L. Bacon, represents in Congress the 1st New York District.

The Boston Good Government Association has moved its office, but remains in the same building on School st. The organization is probably doing little more than marking time, waiting for another municipal election. The association is fair game for candidates for office in Boston and most of them do not hesitate to shoot at it. There always has been, and probably always will be, a strong prejudice against any man or any body of men who can be called reformers, and the Good Government Association must always labor under that burden, but most persons will admit at this dull time in municipal politics that the members of that organization, although they may make mistakes, have good intentions.

It is no reflection on the other employees of the Good Government Association to say that almost the only practical politician connected with it is Jeremiah A. Desmond. He was first associated with that body commonly known as "the Charter Guards," which, under the leadership of the late Dr. Morton Prince, was always ready to fight, and often did fight, for the creation and preservation of the existing charter of the city of Boston.

Mr Desmond can truly be called a politician. In recent years he has made his living out of politics. Certain people have a prejudice against politicians also, but nothing can be said against Mr Desmond. He has managed the

Confid.

GL 013E 3/9/30

campaigns of several candidates for office, and, whether they won or lost, they have praised their manager. He has never been accused of guile or deceit: his word is as good as his bond or anybody else's bond. And his knowledge of politics and politicians is probably unequalled in this vicinity.

STATE AND CITY WORK ALREADY UNDER WAY

A statement of the progress of public works programs in Massachusetts cities and towns intended to relieve the unemployment situation was made public yesterday afternoon by Gov. Allen. The Governor communicated yesterday with all members of Congress from Massachusetts, urging prompt and concerted action in support of the efforts of granite producers in this State in securing the increased use of granite for construction of the new Postoffice building in Boston.

Gov. Allen has been advised that the State Department of Public Works will rapidly advance its road construction plans. Although weather conditions as a rule do not permit extensive construction work until after April 1, the highway division has under way about \$4,000,000 worth of construction, a large part of which was authorized in 1929.

The State Department of Conservation, the Metropolitan District Commission and other State departments have put several hundred men at work, the Governor said. A large number of them have been engaged for forestry work.

Construction in Cities

The Governor's summary of reports of cities and towns follow:

"Beverly—Mayor's office states that it started a sewer construction program which will amount to \$150,000, and which will probably help the unemployment situation in Beverly a great deal.

"Chicopee—Mayor advises introducing an order for \$150,000 to the members of the Board of Aldermen for sewer construction work for the purpose of relieving the unemployed in the city of Chicopee and preference be given to those who most need work and to the married men with large families, and to men whose mothers and children are dependent upon them for their support. All permanent road work will begin as soon as the budget appropriations are passed by the Board of Aldermen.

"Fitchburg—The Mayor assures the Governor of Fitchburg's earnest cooperation in the program that you have outlined. I have appropriated in this year's budget an additional \$5000 to give employment to men with dependents aside from our regular municipal program."

In Revere and Concord

"Westfield—Public Works Department giving the matter every consideration and to a very full extent dividing the work and favoring the most needy. Conferences have been held with the Commissioner of Public Works and he is cooperating.

"Revere—Provision for street construction has been made. Will begin work just as soon as the ground is

workable. For over a year an employment office has been operated and connections have been made with all factories and places of business so that conditions have been helped materially. At present the interior of the City Hall is being redecorated, giving employment to painters out of work, and the repair of schools is about to start.

"Belmont—Special meeting of the board has been held and it was decided to start work planned for the coming year just as soon as possible.

"Concord reports a substantial program of construction, amounting to \$72,500, which is going forward rapidly. In addition to this there will be spent for general maintenance for the Department of Roads and Bridges approximately \$76,000. The new high school is still in process of construction and will not be completed before mid-Summer.

Springfield Veterans Aid

"Mansfield—The town is cooperating with the Governor in response to unemployment as much as possible and anticipates adding many to the payrolls shortly.

"Swampscott reports that 'it will do everything possible it can to help the advance of public works so as to provide early employment.'

"Winchester—There has been undertaken considerable amount of highway work at the present time which, under ordinary circumstances, would not be undertaken until later on in the Spring.

"A telegram received from the Veterans of Foreign Wars of Springfield reads as follows:

"Leonard Post 70, Veterans of Foreign Wars of Springfield, respectfully submit to Your Excellency that they have been actively working to relieve unemployment among veterans for the last three months with marked success. Members wish to assure you of their continued efforts in that line."

More in Boston Factories

There was also made public a report to the Governor from the Department of Labor and Industries concerning industrial conditions in Massachusetts:

"February reports from 1054 manufacturing establishments employing 208,000 wage earners showed a gain of three-tenths of 1 percent over January. The report indicates slight improvement in shoe, cotton, woolen, hosiery and silk industries. The report further states that 210 Boston factories showed a gain of 3.5 percent. February reports from 344 building contractors showed a decrease in employment of 8.5 percent for the State and a gain of 1.3 percent in Boston. There has been some improvement within the past few days in metal trades. Attention is called to the fact that this is the usual period of recession in building construction. There is considerable work in prospect, however, and with improved weather conditions outside construction will resume."

Mayor Curley's Tribute

MAYOR JAMES M. CURLEY—"A genial, kindly, lovable American has passed from our midst in the death of the former President of the United States, William Howard Taft. Great as were his attainments as a law-maker and an interpreter of the law, Americans will reverence his memory both because of the character of his human traits of good nature and because of his abounding optimism. In this life he was the embodiment of cheerfulness, and his sunny smile ever awakened a responsive chord even in hearts that were saddened. If a life replete with cheerful and unselfish service to one's fellow men merits its reward in the hereafter, an even higher place than he ever held in this life awaits him."

NEW SCHOOL PLAN DOOMS PORTABLES

Basement and Hired Rooms Also to Be Discarded

Improvements in school accommodations contemplated for Boston under the proposed \$15,000,000 three-year school building bonding plan will provide for construction which, it is announced at school headquarters, will do away with 60 portable school buildings, 19 basement rooms and 18 hired rooms. A group of 17 wooden and other buildings of old construction involving 72 rooms no longer suitable for school use will also be discarded.

New construction will include three high schools; four intermediate schools and a six-room addition to an intermediate school; eight 13-room elementary buildings for kindergarten through the sixth grade, and a 12-room elementary school addition. The new elementary buildings will add 108 additional classrooms.

HENRY L. DAILY NAMED FOR CITY REGISTRAR

Mayor Curley yesterday appointed Henry L. Daily, 35 Clarkson st., Dorchester, a Boston newspaperman, city registrar. The appointment will be considered by the State Civil Service Commission.

Mr Daily is a native of Boston, was educated here. He has been in the employ of the Boston Evening American for a number of years, filling the positions of librarian, assistant city editor and city editor. For several years he has represented the Hearst interests at City Hall.

Boston Federal Building to Be Wholly Granite

Senate Committee Provides an Additional \$750,000 for This Purpose

By Oliver McKee, Jr.

Special to the Transcript:

Washington, March 11.—The Senate appropriations committee today approved adding the sum of \$750,000 to the cost of the new Federal building in Boston, in order that the building may be constructed of granite. A hearing was held last week, at which Senator Walsh of Massachusetts, and Congressman Wigglesworth, among others, appeared to urge the use of granite.

"I am very much pleased at the action of the committee," Senator Walsh said today, "and I feel confident that the action of the committee will be approved by the Senate and that the provision will stand in the bill as finally voted out by the conference committee."

Senator Walsh did a good deal to push the measure through by conversations with Democratic members of the committee. The case for granite was helped through the presence on the committee of three senators from New England, Keyes of New Hampshire, Hale of Maine and Bingham of Connecticut.

Washington, March 11 (A.P.)—Besides the increase of \$750,000 in the appropriations for the Federal Building at Boston the Senate Committee ordered the deficiency measure, carrying a total of \$171,869,377 to meet emergency expenses of the Government, reported to the Senate immediately. The bill provides:

\$100,000,000 requested by President Hoover for the Farm Board in addition to the \$150,000,000 already authorized.

\$7,000,000 for seed loans to farmers in the storm-stricken States of the Northwest, Midwest and Southeast.

\$150,000 to continue the American delegation at the London Naval Conference.

\$3,000,000 for loans to planters in Porto Rico.

\$50,000 for the investigation of Haitian conditions.

\$12,000,000 for river and harbor work.

\$50,000 for a conference on inter-American highways.

\$50,000 for additional surveys into the feasibility of the Columbia basin irrigation project.

\$50,000 for investigations on the Green River and other tributaries of the Colorado River in connection with reclamation service.

The fund of \$1,100,000 for the support and education of Indian pupils as approved by the House was reallocated to allow more funds for proper food for the Indian children.

While the Senate has refused to consider any of the annual appropriation bills pending disposition of the tariff, Senate leaders are hopeful today that this bill can be rushed through tomorrow. Its funds would become immediately available upon enactment.

Curley Hopes Post Office Work Will Begin at Once

"The news that favorable action has been taken by the authorities at Washington in the matter of providing sufficient funds to permit of the use of granite in the construction of the Boston postoffice is most gratifying and is evidence of the value of unity and the necessity of similar united action on all matters of legislation, either in Nation, State or municipality, that are beneficial to the community. The delay upon the matter of proceeding with the construction of the postoffice should now be at an end and it is to be hoped that work will begin at once."

City Ready for Street Patching

For several weeks the Public Works Department contractors will be at work on the annual patching of streets with asphalt. M. F. Gaddis and the Central Construction Company, the lowest bidders, were awarded the contracts today. The similarity of the bids was interesting, only \$50 difference being recorded. Gaddis bid \$75,950 and his closest competitor \$75,900.

For the purpose of convenience in bidding the city was divided into two districts, but the actual work will go on as if there were not arbitrary lines. It will be confined to those asphalt surfaced streets where the five-year guarantee has run out. All cavities have been carefully measured and the total area is about the same as in previous years. The cost will be lower than last year, for the bids were five cents less per yard.

HERALD 3/11/30 COUNCIL HALTS EL BUS ORDER

Permit to Carry Standing Passengers Held up for Two Weeks at Least

CURLEY APPROVES \$300,000 BUILDING

Unless stronger opposition develops, it was apparent, yesterday, the long fight of the Boston Elevated to obtain permission of the city council to carry standing passengers in buses is destined to be successful.

An amendment to a city ordinance which would limit the number of standing passengers to not more than 25 per cent. of the licensed capacity of the buses, was reported by the committee on ordinances.

Sufficient votes for favorable action seemed available but Councilmen Dowd of Roxbury and Wilson of Dorchester let loose vigorous attacks on the Elevated, and the declaration of Wilson that he wanted time to learn the sentiment of Dorchester by a postal card poll inspired Chairman Green of the committee on ordinances to move postponement of action for two weeks.

SURPRISE REPORT

Wilson sought to table the order without reservation but he was defeated on a voice vote.

Previous city councils have refused to allow the Elevated to carry standing passengers in buses and the submission to the council, yesterday, of a favorable report by the committee on ordinances, was unexpected.

Councilman McGrath announced that he looked with favor on the change because the order was couched in different phraseology than similar orders in previous years.

Dowd predicted that if the council should limit the number of standing passengers to 25 per cent. of the licensed capacity, the Elevated, which pays no attention to the ordinance prohibiting standing passengers, would take similar advantage and pack people into buses like cattle. He added that "it will be the opening wedge for pickpockets to return to their trade and operate more safely in crowded buses."

Wilson questioned the judgment of the council reducing the measure of safety now assured to bus riders and declared that the council should be guided by public opinion and not by what the Elevated desires.

PRINTERS BUILDING

There was long discussion, but in the end no opposition, to the adoption of an order empowering the superintendent of printing to expend \$300,000 for a new building. There is a surplus of more than that sum in the department which has accumulated over a period of years and Mayor Curley believes that it may be possible to erect a building of sufficient size to house departments other than the printing plant.

In a rejoinder to Councilman McGrath's declaration that the council could be certain that Mayor Curley would adequately protect the interests of the taxpayers, whether a building is bought or land is purchased for the erection of a new building, Councilman Wilson announced a declaration of independence and expressed the belief that the time has not arrived for the entire elimination of the council from participation in the determination of municipal problems.

He asserted his confidence in the mayor but insisted that he intended to exercise his prerogatives as a councilman.

An order introduced by Councilman Cox calls for a determination of the ownership of the flats along South bay, as well as a report from the public works department about the adequacy of the drains which empty into the bay and Fort Point channel. The old effort to fill in South bay above Dorchester avenue has been renewed and Cox read a prepared statement in which he set forth the value of the bay as navigable water adjacent to the harbor.

GLOBE 3/10/30

SIR HARRY LAUDER GIVES NEW DIME TO MAYOR CURLEY

One of Four He Received From John D. Rockefeller
In Florida Recently



MAYOR CURLEY TESTS HARRY LAUDER'S GIFT OF A DIME
BY BITING IT

Sir Harry Lauder, sporting his kilts and in splendid health, today visited Mayor James M. Curley at City Hall and presented the Mayor with a bright, new dime. Sir Harry was accompanied by his niece, who is hostess on his world trip that has lasted almost two years.

Sir Harry told the Mayor that it

was a genuine Rockefeller dime, one of four that Sir Harry received from John D. on a recent trip to Florida.

"He was going to give me a dime for all me near relations," said Sir Harry. "It was a handful he was going to give me, but after four I said 'stop' . . . and what's more, he stopped," and Sir Harry accented the "stopped."

FLAGS AT HALF- STAFF IN BOSTON

Curley Orders Them There
for 30 Days

Mayor Curley today sent to the City Council an order that the flags on all municipal buildings be placed at half-staff for 30 days, as an expression of respect for Ex-President and Ex-Chief Justice William Howard Taft.

The order is as follows:

"Whereas: Almighty God, in His divine wisdom, has seen fit to take from our midst former President of the United States and Chief Justice of the Supreme Court of the United States William Howard Taft, and

"Whereas: The services of William Howard Taft during an entire lifetime have been devoted to the welfare of America and its people, and

"Whereas: By his splendid talents, genial and kindly nature, he has, during a lifetime, been a source of comfort and confidence and through these God-given qualities has merited and enjoyed in an unusual measure the good will of the American Nation and his death will be felt as a genuine national loss that is shared by all the people; Therefore be it

"Resolved: That the sincere sympathy of the people of Boston be conveyed to the grief-stricken companion who has shared with him joys and sorrows, laughter and tears, Mrs William Howard Taft, and to his family.

"Ordered: That as a mark of respect the flags on all municipal buildings be placed at half-staff for a period of 30 days."

STREETS IN HYDE PARK SECTION AT ISSUE

Councillor Norton led a delegation of residents of Hyde Park, Germantown, Mt Hope and part of West Roxbury to City Hall today, where they unburdened themselves on the matter of unaccepted streets and other street improvement.

Mayor Curley told the delegation that what was most needed was permanent smooth paving of Hyde Park av from Forest Hills to Beauville, a matter of 2½ miles, which would cost \$700,000, and will only be possible if the Legislature gives the money.

SEEKS \$10,000 FOR BUILDING LAW CODE

An order calling for an appropriation of \$10,000 was sent to the Council today by Mayor Curley. The appropriation is for the employment of counsel and other expenses in connection with the codification of the building laws of Boston.

It is proposed to consider such laws as may be applicable to the entire Metropolitan District, so as not to enact a Boston code so stringent that it may act to the disadvantage of the city.

Yes, a Scotsman Can Be Generous



Harry Lauder Gives Away a Dime

Mayor Curley Was So Incredulous When the Popular Entertainer Handed Him a Silver Piece That He Bit It to Test the Metal. "It's Not Lead," Sir Harry Reminded the Mayor. "John D. Rockefeller Gave It to Me."

HERE'S a good one! No longer can you accuse the Scotch with being niggardly—at least that's what Mayor Curley remarked today when Sir Harry Lauder gave him a dime. The popular entertainer, who, he announced had "come to Boston to make the city laugh," was ushered into the mayor's presence while he was busy at the center table conversing with the press and signing communications to the City Council. Mr. Curley rose from his chair and greeted the visitor thus: "Well, well, my old friend Sir Harry; come right over to the mayor's desk, take the mayor's chair and run things while I finish a little work."

Sir Harry complied with the order, with the ejaculation, "Bring on your city heads and let's have a few executions." The mayor smiled, and turning his head remarked that "a good mayor neither executes nor tortures." Sir Harry replied: "I always knew Boston was a model city."

After the mayor had dictated resolutions on the death of Chief Justice Taft and had read the copy to his guest, the newspaper photographers asked the pair to pose for a picture. It was then that Sir Harry displayed his generosity. "Take this as a gift," Mr. Mayor, he

exclaimed as he pulled from a dainty little box a shining dime.

"You don't mean it, Harry," the mayor ejaculated. "What, a Scotsman giving away money?"

"I sure do," Sir Harry replied. "Scotsmen aren't as bad as painted. Besides, I got three more of them. Mr. Rockefeller gave me four dimes when I met him in the South the other day. He put his hand in his pocket and handed me a fistful for all the family and my friends. I said, 'Oh no, no, Mr. Rockefeller!' And he stopped. Yes, Mr. Rockefeller knows when to stop. Then I got four dimes and here they are."

After the mayor and his visitor were sufficiently photographed, the mayor autographed pictures of himself and family for Sir Harry and his niece, Miss Greta Lauder, who has accompanied him on the present tour. They left Scotland last September, Mr. Lauder in poor health following the death of his wife. The doctor had ordered a long sea trip and the entertainer left for New Zealand. From there he proceeded to Australia and the South Sea Islands before landing in San Francisco for his American tour. It was his twenty-third trip to the United States and the first for his niece.

City Flags Half-Staffed by Order of the Council

Flags on all municipal buildings in the city will be at half-staff for thirty days in respect for Chief Justice Taft, by order of the City Council this afternoon, acting on resolutions transmitted by Mayor Curley, as follows:

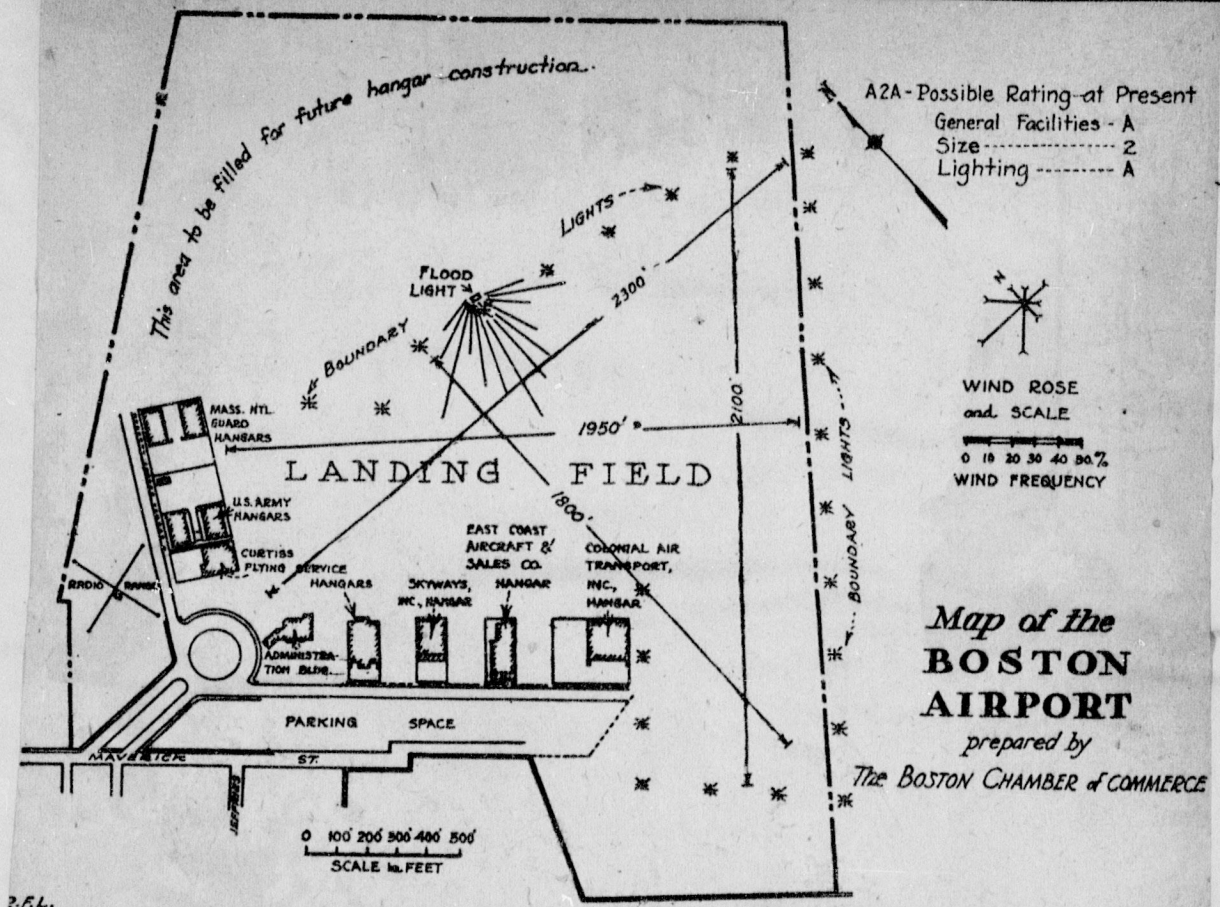
Whereas, Almighty God, in his Divine wisdom, has seen fit to take from our midst former President of the United States and Chief Justice of the Supreme Court of the United States William Howard Taft, and

Whereas, the services of William Howard Taft during an entire lifetime have been devoted to the welfare of America and its people and

Whereas, by his splendid talents, genial and kindly nature, he has, during a lifetime, been a source of comfort and confidence and through these God-given-qualities has merited and enjoyed in an unusual measure the good will of the American Nation and his death will be felt as a genuine national loss that is shared by all the people; Therefore be it

Resolved, that the sincere sympathy of the people of Boston be conveyed to the grief-stricken companion who has shared with him joys and sorrows, laughter and tears, Mrs. William Howard Taft, and to his family.

Ordered, that as a mark of respect the flags on all municipal buildings be placed at half-staff for a period of thirty days.



With the Taking Down of the Old Hangar, the Other Basic Requirements Should Be Quickly Fulfilled, and Even Though the Lack of Land Holds Us to a Two on Size We Can Get Our Other "A's"

Removing the Old Hangar on Schedule—The Transcript's Office Is Burned—Other Notes

By Franklin Jordan

FROM Commissioner Long comes word that the old hangar in the middle of the airport field will be completely removed by Wednesday on its final, revised and subject-to-change-without-notice schedule. A good portion of the roof has already been ripped off and the workmen are making rapid progress that it seems possible. However, in view of the delays already encountered our enthusiasm is distinctly tempered and we would not be the least surprised if the Mystic Building & Wrecking Company claimed additional time to make up for the several days lost last week while the lawyers made the most of a final chance to delay things.

If the wrecking company comes through on the original schedule, (and we hope they will) they are deserving of the unanimous praise of all the operators at the field. To Commissioner Long thanks are due for his action, even though belated, in short-cutting the final legal arrangements and starting work again. Otherwise, the matter might still be held up, but now as each hour goes by, the workmen make its removal more and more a certainty.

During the long controversy over removal of the hangar, many ideas were suggested for its immediate removal such as by fire. Friday saw the latter idea tested. Workmen tore off the tar paper roofing and dropped it into rubbish fires along side the building. The tar paper and a brisk wind made an excellent fire that would have caught any other building in the world but this hangar, which stood as immune to the blistering flames as an asbestos shingle to a cigarette butt.

Transcript Office Burns

Another building which had no business to burn, but did burn at the airport this week and that was the Bay State Flying Company building. Last week, we wrote how our office in it was padlocked without warning and now we find ourselves burned out as well, but fortunately not scooped. For this we are consoled, but with the padlocking and the fire, we feel that the city is not looking after our rights very well and that, in just compensation, our dealings with the city should receive every bit of co-operation in the future.

With the old hangar and the Transcript office out of the way, progress at the airport should be rapid and the fifteen things remaining to be done should not take long. In place of the old hangar, we hope to see the 100 feet circle of the Department of Commerce basic rating requirements, which will cost little and can be put in place quickly. The name "Boston" should be taken

from its modest but inconspicuous place on the Army radio shack and elevated to a position where it will pass muster.

Spring is coming and the frost is going so we also are expecting any day now to see the city start on the promised improvements of the airport roadway, and we hope some sort of suitable walks will be placed along the edge of the field in front of the hangars. No report has been received as yet on the bills before the Legislature to enlarge the runways, but Mayor Curly, with commendable forethought, has the money appropriated for their construction and when the bill passes as we assume it will, action should not be long delayed.

AMERICAN 3/10/30

Mayor Ha' His Doots



Mistrusting his distinguished visitor's remarkable outbreak of generosity, Mayor Curley bit the dime, given him today by Sir Harry Lauder, to make certain that the coin is genuine. (Staff photo.)

Council Adopts Curley Resolutions on Taft

Mayor Curley sent to the City Council today resolutions on the death of former President Taft. They were adopted under a suspension of rules.

Curley Asks \$10,000 to Recodify Laws

Mayor Curley sent to the city council today an order for \$10,000 to defray expense of hiring counsel to recodify the building laws. The aim is to recodify the statutes with relation to existing laws in cities and towns of the Metropolitan district.

LAUDER GIVES AWAY A DIME

Stop me if you've heard this one—

Sir Harry Lauder, Scotsman of note, called at City Hall today with his niece, Greta, a bonnie lass. Sir Harry had heard Mayor Curley was outlining an economy program and called to offer his assistance.

He presented the mayor with a shiny dime and his honor nearly lost a front tooth testing it.

"There woudna be lead in that," said Sir Henry. "'Twas geen me at Miami by John D. Rockefeller."

"Is that so?" inquired Mayor Curley. "I'll take it home to Francis, my youngster."

"Rockefeller to be surrrre," emphasized Sir Harry. "Didna he pour the money into my hond till I told him, 'Stop?'"

"You told him to stop!" the mayor exclaimed.

"Weel, now," said the Scot. "I hold it my both honds and my cap but I couldna remove the keelts."

MAYOR ON SURPRISE VISIT TO AIRPORT

There 15 Minutes Before He Is Recognized

Mayor James M. Curley, unheralded, motored to the East Boston Airport yesterday afternoon with City Treasurer Edmond B. Dolan, and informally inspected the new administration building and watched with keen interest general activities.

The Mayor had been on the premises probably 15 minutes before he was discovered by motorcycle officer Daniel K. Eldridge, who offered to show him the points of interest in the new building.

Not until officer Eldridge saluted His Honor as "Mr Mayor" did several persons in the observation room realize that Mayor Curley was among them. He shook hands with the officer and accepted his invitation to inspect the building.

Mayor Curley and his small party later were introduced to Capt Edson, director of the airport, who conducted the tour of inspection. The Mayor was impressed by the building and remarked casually that he was pleased to see the growing interest in the city's airport and aviation.

Later Mayor Curley toured through East Boston. He was recognized at many points and received many warm greetings.